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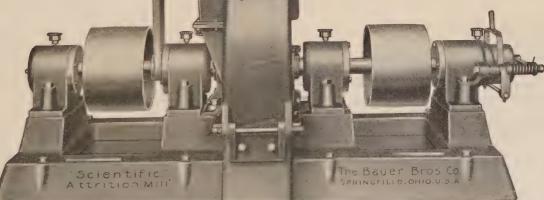
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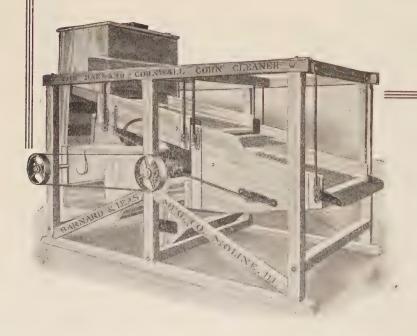
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doing otherwise unless it is
that your machinery is inadequate to handle the incoming grain. The

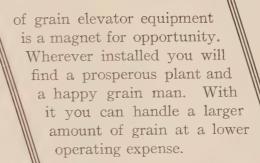


'Western'' Separate Warehouse Sheller

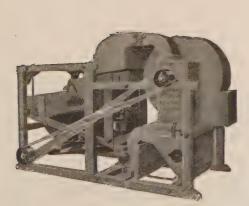


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Don't put off investigating the WESTERN LINE any longer. No matter what you may need we can supply it. We can furnish you with everything from pit to cupola.



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Our catalog is yours for the asking, write for it today.

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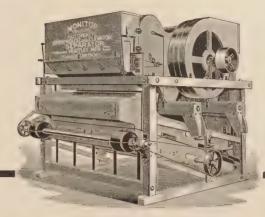


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Unmatchable Uniformity In Cleaning

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This 5 Line Want Ad CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred. Box 7, Grain Dealers Journal, Chicago, Ill. Sold the Elevator—Read the Letter D. Milligan Company

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LUMBER, GRAIN, COAL, LIME AND CEMENT

BRANCHES ON C. &, N. W. RY C. M & ST. P. RY M. & ST. L. RY IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal, Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

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6.000 SHIPPERS

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TYDEN CAR SEALS.

Bearing shipper's name and consecutive numbers.

They prevent CLAIM LOSSES.

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Requiring no tools for locking.

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We want responsible representatives in shipping centers. Good Money for men with proper connections.

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isn't worth advertising advertise it for sale.

So many grain shippers are experience ing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facili-tate proving delay by railroad com-pany and to encour-age railroad agents age railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to corrier's event and carrier's agent and carbon copy be re-tained in book. Fifty orders and 50 dup-licates in each book. Price, 80 cts.

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The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible

> Every spout guaranteed as represented.

Gerber Spouting The Latest Improved Has No Equal Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship



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TONS to Dollars and Cents

pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and
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HALL SPECIAL Elevator Leg

are guaranteed by us to elevate 1500 bushels of grain every consecutive hour, under test, in your elevator. They will do it without choking, stopping, or spilling grain; either in the elevation or in distribution; and do it with-

Your present distributing device makes at least one tenth of your bin space practically useless. That makes the device itself an expensive one.

To avoid an overflow and a choke, and anxiety of mind, you guess when the bin is about full, then stop filling it. This practice makes a large portion of your bin space valueless. But there is no escaping it, except

HALL SIGNALING NON-MIXING GRAIN DISTRIBUTOR

which automatically fills every bin chock full, without care, and without error, adding fully one tenth to your available bin capacity.

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For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO. ST. LOUIS, MO.



which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1% inches and has eight openings.

Cover's Dust Protector

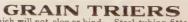
Rubber Protector,'\$2.00 Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Give Your Ad a Chance to MAKE GOOD

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WILD OATS PLAGUE

Never in the memory of the oldest grain dealers was there so many wild oats in wheat as there is in the 1915 crop, LET US TELL YOU HOW TO GET RID OF THEM

The Spaulding Elev. Co. says:

"We were able to clean grain which originally had 6 lbs. of wild oats to each bushel, down to one pound in one operation."



A Minnesota Manager writes:

"On a test run this afternoon we took wheat with 17 lbs. dockage and reduced it to 3½ lbs. dockage. Capacity 1050 bushels per hour."

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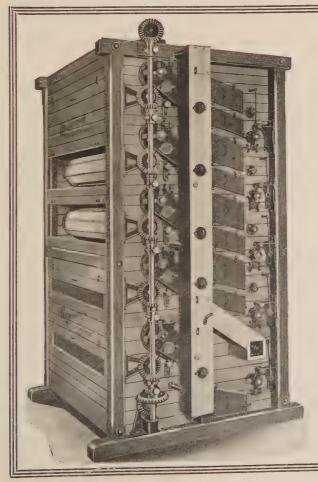
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The Richardson

New Type Wheat and Oat Separator THE PERFECTED MACHINE

is different from every other. Not only in construction but in service rendered. Its many new and valuable improvements place it in a class by itself.

We are not the only ones that say it is the best on the market, read this letter:

> FARMERS ELEVATOR CO. HAMBERG, NO. DAKOTA

Oct. 15, '15.

Richardson Grain Separator Co., 15th Ave. S E. and Winter St., Minneapolis, Minn.

Gentlemen:

We received the No. 5-36" Richardson Wheat and Oat Separator about two weeks ago, and we will state that it is the BEST investment that this Company ever made. This machine makes a complete and perfect separation of Oats from Wheat. And the Separator has already paid for itself since it has been in operation. Yours truly,

FARMERS ELEVATOR CO.

By J. B. Larson.

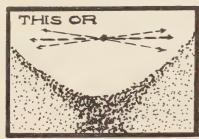
What better recommendation could be had for a machine? And this is only one letter. We can furnish you with hundreds of such letters from satisfied users. Send for them and for our catalog.

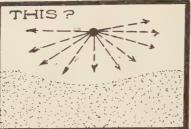
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15th Ave. S. E. and Winter St.

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Minnesota





Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?

WHICH ARE YOU GETTING?

The Matioon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

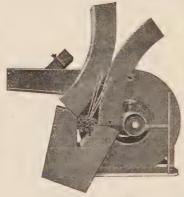
IATTOON GRAIN CONVEYOR CO.

ILLINOIS

New Grain Machinery



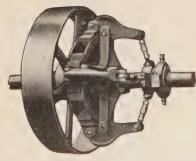
The price is right too. Liberal capacity, 1 H. P. required to operate. Quickly installed. Send for catalog and prices. It is a machine that will produce profits the produce profits the entire year.



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CANNOT injure the grain. Simple to operate. Nothing to watch but the grease cups when loading a car. 30 days' trial. Every car loaded to full capacity without scooping. No matter what distance your elevator is from the rail, the Boss will load successfully. It will pay you to write us today.

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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete ecord of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

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Everywhere Why?

A Dump Controller, Without jar and jerk, Is like the man Who never does his duty It's always on the job you

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See a quick and so alert.
So quick and so alert.
Never would you dare complain,
No chance of troubles brewing.
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He always greets you with a smile
For he knows that you are serving him,
In up-to-date and modern style.

Write for circulars today.

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Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

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Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

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Saves dockage, time, labor, health and money. Hundreds now in use in 20 states.



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The owner of a Reliance ele-vator handles grain on a bigger margin, because his operating expenses are lower.

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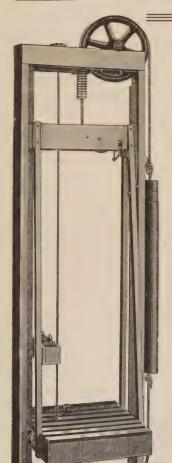
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This elevator is ball bearing, which makes it very easily operated, and only a slight pull on the soft, strong hand-rope is necessary to start car after stepping on the foot lever.

The brakes which respond to the foot lever are independent of one another and are provided with a set screw to take up the wear, making it possible to keep the brakes in good working order all the time, and add much to the durability of the lift. The brakes are also self-adjusting to the condition of the guides, which is a great advantage in case the guides should become a little rough

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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . Price, \$1.50

GRAIN DEALERS JOURNAL.

La Salle St., Chicago, Ill.

Figure the amount of advertising Produce Results carried—Can you doubt our ability to

The Supreme Verdict Is the Owners'

Big business can not be built without big friendliness. But friendliness, to be effective in the promotion of a business, must

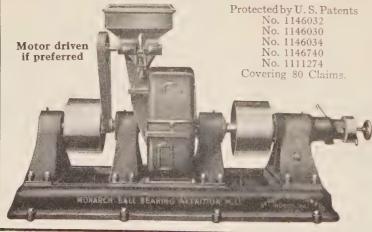
Big business can not be built without big friendliness. But friendliness, to be effective in the promotion of a business, must be positively and constantly directed toward the product of that business.

If a man buys an axe that holds its edge, fits the hand and balances right, he develops a friendliness for that kind of an axe and the manufacturer has a continuous, progressive asset in the good will of the purchaser.

Judging by its continuous and continued success, by unsolicited testimonials, increasing sales and growing popularity, there

is nothing but stable friendliness for us, among the many owners of

THE MONARCH BALL BEARING ATTRITIO



The reason for this friendliness lies in the fact that the

Monarch makes feed grinding an unqualified success.

It does its work quickly, uniformly, regularly and continuously: it saves power, lubricant and maintenance expense, requires but little care, repair or attention, never gets out of tram and produces the maximum amount of return for the money invested.

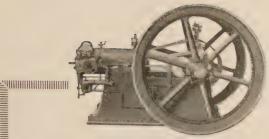
The details—prices, capacities, etc., are yours for the asking and well worth a request. Write for Catalog D—No. 115.

Sprout, Waldron & Co.

Milling Engineers

Main Office and Works:

Chicago Office: No. 9 S. Clinton Street MUNCY, PA. P. O. Box No. 26 INTERNATION TO A TABLE



CHARTER OIL ENGINES

Standard CHARTER shown above very suitable for elevator and milling work.

Built in right sizes—8, 10, 12, 16, 20 H. P. Will operate on kerosene, distillate, gasoline, gas.

The CHARTER type "R" is built in—20, 25, 30, 35, 45, 50, 60, 70, 80 H. P. sizes.

Catalogues sent on request.

Send us your specifications.

CHARTER GAS ENGINE CO.

Incorporated 1871

60-80 Wallace Street,

STERLING, ILL. U. S. A.



Tanked Fuel Is Cheaper!

There are four primary reasons for this:

- 1. Gasoline and similar fuels have roughly from $1\frac{1}{2}$ to 2 times the heat value of coal.
- 3. But the prime movers in which these fuels work are far more efficient than steam engines of the same power output; therefore, the relative power output becomes even greater.
- 4. And the elimination of a boiler plant, with its expensive labor and high coal and ash handling charges, cheapens the tanked fuel further.
- 5. Additional economy here. There are over 100,000 OTTO internal combustion engines now in use—and among the many reasons for this is their continued record of exceptionally low fuel consumption.

Full engineering data, and other information that will enable you to judge whether or not OTTO engines using these fuels would be the most economical power source for your conditions will be furnished on request.

Write today

The Otto Gas Engine Works

Main Office and Works—Philadelphia

15 and 17 South Clinton Street, Chicago



Otto
Gasoline and Gas
Engines

GENUINE CRUDE AND FUEL OIL ENGINES

Operates successfully on cheapest fuel oil. Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 20 First St.

VEST POCKET GRAIN TABLES

Clark's Vest Pooket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 76 lbs.; Ear Corn at 75 lbs.; Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long Price 50 Cts. Address GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS

Duplicating Scale Ticket Book

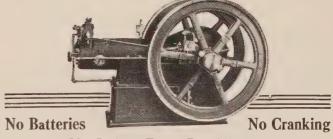
No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book. Price \$1.00.

Grain Dealers Journal

315 La Salle Street,

CHICAGO, ILL.

Tell us what you need for your elevator and we will tell you where to get it.



No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

A Car-Mover that Stands the Test

NEW BADGER FREE

For 30 Days

We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

Weevil Killed

Elevators, mills and warehouses can quickly be relieved of this pest by using

TAYLOR'S FUMA

which is manufactured especially for killing all insects infesting grain and grain handling plants. Send for the experience of others and particulars relative to remedy's application.

Price 10 cents per pound

EDWARD R. TAYLOR

Manufacturing Chemist PENN YAN, N.Y.

SECOND-

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad, in the "Wanted" or "For Sale" columns of the

DEALERS OURNAL

OF CHICAGO

MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolute even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

The Strong-Scott Mfg. Co., Minneapolis, Minn.

TICKET COPYING BOOK SCALE

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 91x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

GRAIN DEALERS JOURNAL.

La Salle St., Chicago, Ill.

THE 6-COLUMN ENTRY BOOK

is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9½x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 726. Price \$1.00

GRAIN DEALERS JOURNAL,

La Salle Street, - CHICAGO, ILL.

Humphrey

Employee's Elevator



enables the men to do better, and they make the mill do better.

HOW

by affording them the means for going the rounds of all the floors without the weariness due to stair-climbing. Begins repaying its cost as soon as installed.

Nutting Truck Co.

Sole Manufacturers FARIBAULT, MINN.

Also manufacturers of complete line of Floor Trucks

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fall, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices

Manufactured and for sale by

R. M. Van Ness Construction Company 404-406 State Bank Bidg., OMAHA, NEB.

We Build Modern Grain Elevators



Sure Death to Rats

"RAT SWAT"

Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

S. O. S. CHEMICAL CO. 1509 Walnut St., Kansas City, Mo.

EED MILLS STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from allothers.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO. South Bend, Ind.



GROW

"ANTISULPHO" FOR BLEACHER SERVICE

"SANDOW" TRANSMISSION

AND

REXALL DOUBLE STITCHED BELTING

FOR CONVEYING AND ELEVATING GRAIN

IMPERIAL BELTING CO.

MANUFACTURERS

LINCOLN AND KINZIE STREETS

CHICAGO

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in

Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnish-

Form E-Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25. Form No. 411-E contains 100 sets all Form E. Price \$1.25. Form No. 411-5 contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.

There is a difference

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

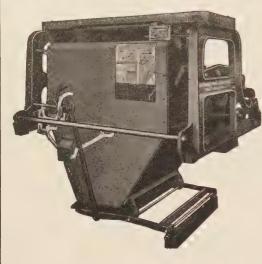
New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

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of the amount of thought and work put into a real first class Automatic Scale such as THE RICHARD= SON?

For over twenty years expert brainy scalemen have been building this scale—just to suit conditions in your elevator.

Look at it today — THE STANDARD AUTOMATIC SCALE OF AMERICA.—Why is it the standard? Because, it is the simplest and most accurate scale on earth—it has the fewest parts, it is foolproof, it is chokeproof and will handle both cleaned and uncleaned grain with equal results.

The result is that there are nearly 20,000 RICHARDSONS in operation today. One company has installed 70 of them—another company has 40 in daily operation. -quite a number have purchased lots of 20 Richardson scales.

ASK FOR A LIST

RICHARDSON SCALE COMPANY

532 State Bank Bldg.

Atlanta, Ga.

1909 Republic Bldg. Chicago

147 North Emporia Ave. Wichita, Kan.

413 South 3rd Street Minneapolis

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Box 282 Memphis, Tenn. Factory, Passaic, N. J.

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks. Gross; Tare; Net; Bushels; Pounds; Price; Amount.

Grain Scale Book

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL 315 So. La Salle Street CHICAGO, ILL.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

Grain Dealers Journal CHICAGO, ILL. 315 So. La Salle St.

ELEVATOR MACHINERY

GRAIN DRYERS-All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO. CLEVELAND, OHIO, U. S. A.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

ORDER FORM 43. PRICE, \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, III.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. — to be delivered at — on or before — ." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—Only elevator at good station. J. Jacobson, Formosa, Kans.

TWO ELEVATORS located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

OHIO Elevator & Implement business for sale. In one of the best towns in Ohio. Good coal and feed business in connection. Price \$12,000.00. Address. Ohio, Box 10, Grain Dealers Journal, Chicago.

KANSAS grain, coal and feed. All varieties of grain and many side lines comprises business that always nets attractive per cent on investment. Address Lin., Box 10, Grain Dealers Journal, Chicago.

SOUTH DAKOTA—For Sale—Three elevators on the Great Northern Railway. About 140,000 bu. a year average. In the most fertile part of South Dakota. Address Box 454 Sioux City, Iowa, for particulars.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded house, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. Mc-Fadden, New Waverly, Ind.

ELEVATOR FOR SALE, in town of 600, within eighty miles of Chicago. Station handles annually over 500,000 bus. Farmer Co. competitor. This plant is owned by a non-resident and can be bought very reasonable. Address James M. Maguire, Campus, Illinois.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2. Grain Dealers Journal, Chicago, Ill.

SOUTH TEXAS—40,000 bu. grain elevator, with Sheller, Chop and Meal Mills combined. Best corn section of State; making Eight to Ten Thousand Dollars every season on storing corn besides what can be made on shipping during early part of season and doing a retail feed business. Good reason for selling. Easy terms to right party. For information address South, Box 10, Grain Dealers Journal, Chicago.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS FOR SALE.

NORTHEAST KANSAS 20,000 bu. elevator for sale. For particulars address James, Box 8, Grain Dealers Journal, Chicago.

KANSAS—Elevator, coal and feed business for sale. Address Kansas, Box 8, Grain Dealers Journal, Chicago.

WEST CENTRAL MINNESOTA 30,000bu. elevator, coal, flour and feed business for sale. For particulars address Auto, Box 10, Grain Dealers Journal, Chicago.

OKLAHOMA—One good elevator located well. 15,000-bu. storage. Owner wants to sell and will sell at right price. For particulars address XXX, Box 6, Grain Dealers Journal, Chicago, Ill.

OHIO elevator, 15,000-bu. cap., also coal, feed, cement, tile, seed and implement business for sale at bargain. Located in corn belt. No opposition. Address OB., Eox 10, Grain Dealers Journal, Chicago.

TWO ELEVATORS for sale; within 100 miles of Chicago, in town of 1,500. Station handles 500,000 bus. annually. One competitor; can ship on two roads. James M. Maguire, Campus, Ill.

ILLINOIS Modern Elevator, best location in town. Competition of the best kind. Sell 1,500 tons coal annually. For particulars address Modern, Box 10, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO grain elevator in a good, live, hustling town, two railroads. Owner has good reasons for selling. Will consider trade for farm. Price \$6,000.00. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

KANSAS 20,000-bu. elevator, grain, feed, implement and coal business. Equipped with Fairbanks Engine, cleaner, smutter, Roller feed grinder, and Fairbanks wagon and hopper scales. Will sell at a bargain. Good grain section. Address Elm, Box 9, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE—10,000 bus. capacity. Can handle 100,000 bus. per year. Gasoline engine. Black farm land, substantial community. Buildings 4 years old; 2 acres of land on Finley Branch C. H. & D. R. R., also ½ acre with residence. Good reason for selling. N. R. Spaulding, Monroeville, Ind. R. 1.

MICHIGAN—Modern, up-to-date 100,000-bu. transfer elevator at Frankfort, Mich., for sale. The plant has handling capacity of 25,000 bus. per day; steam power, modern, large size receiving separator and oat clipper, two 1,400-bu. Fairbanks' hopper scales and garners of the same size, three stands of elevators, ten bins of equal size, belt conveyors carrying grain to and from hins, also into cars. Elevator tracks hold twenty cars. Elevator situated on Ann Arbor railroad tracks. Arrangements of plant are such that it can be operated at small cost. Will consider proposal on machinery separately. If interested and want further information, write to A. W. TOWSLEY, Toledo, Ohio, Vice-President and General Manager, of The Ann Arbor R. R. Co.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal..

ELEVATORS FOR SALE.

20,000 bushel elevator, hog and agricultural implement business for sale. Inquire of C. H. O'Neill, Independence, Iowa.

EASTERN OKLAHOMA—Two elevators, good locations. Address Member, Box 9, Grain Dealers Journal, Chicago, Ill.

TO SETTLE an estate, up-to-date elev. and flour mill in N. W. Ohio. Good grain country, stone roads, no mill nearer than 9 mi. A Bonanza. Investigation invited. J. L. Keener, Weston, O.

FOR SALE—Central Illinois Elevator on I. C. R. R., 50,000 bus. capacity. Steam power, 7 dumps, sheller, cleaner, hopper scales, good grain station, large crops, fine coal trade, good competition, 4 churches, good schools; price \$11,000. Address Wm., Box 10, Grain Dealers Journal, Chicago.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hoppered bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR LEASE.

WANTED to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED—Will pay liberal rental for a first class grain and coal business. Please give particulars to Shell, Box 10, Grain Dealers Journal, Chicago.

HAVE A GOOD 200-acre farm which I wish to trade for a first class elevator, N. D. preferred. For particulars send full information of your elevator to Men, Box 10, Grain Dealers' Journal, Chicago. Ill.

WANT good grain business in North Dakota in exchange for first class land in same state. For further particulars of land, send full description of business to AB, Box 9, Grain Dealers Journal, Chicago.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE-Flour Exchange and Feed Mill, equipped for grinding all kinds of feed. Located in good live town of 1,500 population, surrounded by a splendid and thrifty community. Want to retire to en-gage in farming. For prices and further particulars call at store or address the undersigned. C. E. Franks, Albion, Ind.

SALE-Transfer Elevator. FOR SALE—Transfer Elevator, warehouse, and Feed Mill, in city of fifteen thousand. No other elevator or feed mill. Buffalo rate point. Satisfactory and cheap power, 45 h. p. gas engine, never failing natural gas 30 cents per thousand. No better location for local or thru-billed feed and grain business. Eight trunk lines accessible. In hands of Auditor for disposal. Rare opportunity. Address Equitable Audit Co., Lackawanna, N. Y. Equitable Audit Co., Lackawanna, N. Y.

FOR EXCHANGE, 700 acres stock and grain farm in Central New York, close to Borden's Condensing Plant, shipping and mill station. Sandy and gravelly loam; good orchard; 200 A. wire fenced. Basement, barns, silo, running water in barns and house. Exchange for feed mill and elevator. Consider an interest in mill and elevator. Write full particulars first letter. Vicinity Toledo, Buffalo, or Rochester preferred. No agents. Farm, Box 9, Grain Dealers Journal, Chicago. ferred. No agents. Far Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE—Flour mill and light plant in Co. Seat in Southern S. D. Address Bee, Box 9, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE-250-barrel mill and water power, located in the best section of N. Dakota. This property is also connected with 25,000-bu. elevator. Inquire Frank Russell, Grandin, N. D.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

FOR SALE-125-bbl. Flour, and 100-bbl. Meal Mill and elevator, located at Portsmouth. Best location in So. Ohio. Doing good business; good reason for selling. Address P. H. Harsha, Portsmouth, O.

KANSAS-First-class 175-bbl. flour mill, KANSAS—First-class 175-bbl, flour mill, 4000-bu, cribbed elevator in Summer County, Kansas, wheat belt. Mill cost \$35,000. Clear of all incumbrances. The only mill in town. Same is on private land with switch and track scales. Fifteen thousand (\$15,000.00) dollars will buy this entire plant if taken quick. A hargain in a mill and if taken quick. A bargain in a mill and elevator. Address A. M. Brandt & Sons, elevator, Addr Severy, Kansas.

FOR SALE—A two-break, four-reduction, "Richmond" Reel Flour Mill, neverfailing water power, power enough for 2 or 3 such mills. Located in one of the finest farming valleys in Western Kentucky, near main line of I. C. Ry.; running and in good condition. Reason for selling: owner has other business which occupies all his time. For full particulars address The Grain Machinery Co., North Vernon, Ind.

35-BARREL ROLLER MILL FOR SALE—Water power—200 h.p. going to waste, Also fine 11 r. house and 15 a. land with mill. No incumbrances. Property first class condition; mill making good money. Fine prairie both sides river. On Zumbro River, 20 mi. north of Rochester on C. M. & St. P. R. R. Nearest mill 20 mi. Have run exchange mill 48 years; think I have served my time, and want to quit. F. G. Colburn, Jarretts, Minnesota. 35-BARREL ROLLER MILL FOR SALE

SITUATIONS WANTED.

POSITION WANTED as buyer for line house in Northwest. Best of references, 15 years' experience. Address Wyo., Box 10, Grain Dealers Journal, Chicago.

YOUNG MAN, expert at figures, wishes position. Had 10 years' experience on all kinds of grain and lumber books. 1518 3rd Ave. S., Flat L, Minneapolis, Minn.

POSITION WANTED as traveling salesman to sell Dairy and Poultry Feed. Also familiar with Seed business. Address Ad., Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ilí.

POSITION WANTED as grain buyer for some line house. At present employed as Manager Farmers Elevator Co. at Lester Prairie, Minnesota. Address Box 241, Lester Prairie, Minnesota.

POSITION WANTED to operate Country elevator, coal, lumber and seed mill or on road. Thoroughly exp. Reas salary. Sat-isfaction guaranteed. Address Mack, Box 10, Grain Dealers Journal, Chicago

WANTED POSITION as Manager of Country elevator for Line Co. Have had 3 years' experience and can furnish best of references. For particulars address Jean, Box 10, Grain Dealers Journal, Chicago.

SITUATION WANTED by man 38 years old, eleven years in grain business. Can go to work on short notice at reasonable salary. Married. References. Address Wal, Box 4, Grain Dealers Journal, Chicago.

SITUATION WANTED as manager elevator, 21 years in grain line, duly posted in buying and selling; good book-keeper and fully understand business. Address WB, Box 9, Grain Dealers Journal,

WANTED a Position as flour salesman. Have been connected with the grain and flour trade for over ten years. Small salary until I prove my worth. I know flour. Address North, Box 7, Grain Dealers Journal, Chicago, Ill Chicago, Ill.

EXPERIENCED HELP, such as managers for country statons, foremen, auditors and employes need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

YOUNG MAN wants position in grain or YOUNG MAN wants position in grain or feed business or grain elevator. No boozer. Can manage small plant or will work as second man. I have experience; best of references. Address Lincoln, Box 9, Grain Dealers Journal, Chicago.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle ceal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

WANTED-Position as Manager of Elevator; 20 years' experience in Elevator and Milling business. Can furnish best of references as to character and ability. Address E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as manager for line company elevator or will take interest in and manage going business, Ind. or Ill. Years of practical experience and good reference. Address Geo., Box 9, Grain Dealers Journal, Chicago, Ill.

Every penny invested in a Journal "Wanted-For Sale" ad returns an amazing per cent of profit.

SITUATIONS WANTED.

WANTED POSITION in Grain Elevator as second man. Can furnish good references. Address J. B. Dawson, Gifford, Ill.

WANTED-Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper, salesman or grain buyer, 30 years, 10 years' experience. Good judge grain and hay. Satisfactory references. Address Vil, Box 9, Grain Dealers Journal, Chicago.

I DESIRE a position as flour salesman, salary arrangement; four years experience large spring wheat mill. 30 years old, married, sober, good reference as to ability; can start immediately. Address Box 222, Morocco, Ind.

WANTED position as Supt. of Terminal elevator, or solicitor for good grain commission firm. Have had 13 years' experience in grain business and can furnish Box 8, Grain Address Iowa, Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owntime place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Good grain buyer and lumber yard manager. Norwegian or Swede preferred. Write North Dakota, Box 10, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

DYNAMOS-MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

BIG BARGAINS in all sizes of slightly used guaranteed A. C. & D. C. motors, generators, etc. We also have a number of high grade gas or gasoline engines at low prices. Write us for prices.

QUEEN CITY ELECTRIC CO.

1716 W. Adams St. Chicago, Ill.

75 H.P. Fairbanks-Morse Motor, A. C., 3

50 H.P. Fairbanks-Morse Motor, A. C., 3

25 H.P. Westinghouse Motor, A. C., 3

Phase. 20 H.P. Fairbanks-Morse Motor, A. C., 3

10 H.P. General Electric Motor, A. C., 3

Write for prices. All motors guaranteed, and sent on approval to responsible parties. Northwestern Electric Co., 611 W. Adams St., Chicago, Ill.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

The GRAIN DEALERS JOURNAL.

MACHINES FOR SALE.

ONE "BOSS CAR LOADER," cheap, ood as new. Address J. C. Beattie & good as new. Son, Elwood, Ill.

FOR SALE—One Victor Corn Sheller and Cleaner combined, 200 bu. cap. per hour. Western Grain & Coal Co., Winona, Minn.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP.

One 3 pair high 9x30 Noye Rolls. Located at Atlanta, Ga. Also

One 3 pair high 9x18 N. & M. Rolls. newly corrugated, practically good as new. F. G. Gauntt Mfg. Co., Ft. Wayne, Ind.

FOR SALE—Two 36 in. Scientific attrition mills, three Scientific pneumatic separators, one No. 2 and one No. 39 Clipper seed cleaners and miscellaneous rubber belting, chain attachment links, screw conveyor, etc.; also baling and piling equipment, dust collector, one 15-h. p. and one 125-h. p. steam engines. Write to St. Paul Twine Co., St. Paul, Minn.

Can save and make money for you.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr. etc. Satsifaction guaranteed. Write for prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every de-96% EFFICIENCY IN CRACKING CORN.

finished product superior in every detail.

It pays for Itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will

pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results of the results

quired.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon re-

B. F. GUMP CO., 431 to 437 So. Clinton St. Flour Mill and Elevator Machinery. Illinois.

MACHINES FOR SALE.

FOR SALE—King Buck Horn Machine good condition at a bargain. Address C. good condition at a bargain. Ad Norton's Sons, Greenfield, Ohio.

FEED ROLL, good shape, for sale. A Bargain, \$60.00. 3 roll, 2 reduction Nordyke & Marmon make. Had to replace with larger roll. O. Gandy & Co., South

WANTED-Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value recelved.

MACHINES WANTED.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

SAFE FOR SALE.

OVERSTOCKED with new and secondand Hall's Safes. Prices low, terms to hand Hall's Safes. Prices low, terms to suit. Howe Scale Co., 409 No. Fourth St.,

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SCALES FOR SALE.

RICHARDSON 3 Bushel Continuous Weigher, also Corn Chop Scale. Write for price. Howe Scale Co., 409 No. 4th St.,

OVERSTOCKED with Refitted Portable, Dormant Wagon & Track Scales, prices and terms that will surprise you. Write today. Howe Scale Co., 409 North Fourth St., St. Louis, Mo.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chi-

ENGINES FOR SALE.

FOR SALE cheap, 18 h. p. gaso. engine. J. T. McCarthy, R. 4, Waukesha, Wis.

FOR SALE-50 h.p. Atlas Engine. ton gasoline motor, new. Address Box 125, Muncie, Ind.

FOR SALE—Cheap 1 35 h.p. gasoline engine, practically new. L. T. Bailes, R. 3 Trice Bldg., Longview, Tex.

FOR SALE—20 Horse Power Lambert Gas or Gasoline Engine. Communicate with Richards & Lawson, Shelbyville, Ind.

FOR SALE-One International Gas engine, 35 H.P., in good condition. Replaced by larger engine. Haywood Grain Co., Cy-

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Jourcolumn of the Grain Dealers Jour-hicago. Try it. nal, Chicago.

GASOLINE ENGINES FOR SALE. 44 H. P. Fairbanks-Morse. 25 H. P. Columbus. 25 H. P. Fairbanks-Morse. 22 H. P. Fairbanks-Morse. 15 H. P. Fairbanks-Morse.

- 12 H. P. Fairbanks-Morse. 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

AGENTS WANTED.

AGENTS WANTED — SALESMEN calling on elevator firms to handle our products. "Rat Swat" in particular.
S. O. S. CHEMICAL CO.,
1509 Walnut St. Kansas City, Mo.

No need for formalities-You don't need

Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

GRAIN JOURNAL

315 So. La Salle St., Chicago, III.

Gentlemen:-In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of	Firm		 	 	 	 	
Capacity of Elevator	Post Off	ice	 	 	 	 	

State..... bus.



SEEDS FOR SALE-WANTED

SCREENINGS WANTED.

SCREENINGS of all kinds; salvage and damaged grain; off grade grain; miscellaneous grain and seed products. Send samples. C. E. Dingwall Co., Milwaukee, Wis.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered; car-lots. Adluh Milling Co., Columbia, S. C.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

ADDRESS WANTED.

ANYONE knowing the present whereabouts of W. H. Key, formerly of Mt. Pulaski, Ill., kindly communicate with F. B., Box 10, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

DESIRE services of man some experience Field Seeds or Grain, who has seven to ten thousand dollars to invest in established business, growing rapidly, paying good dividends. No indebtedness. Plant best in southwest. City best in state. References and further information cheerfully given. Address Douglas, Box 10, Grain Dealers Journal, Chicago, III.

FERRETS.

ARE YOU bothered with rats? We have Ferrets For Sale. Write for catalogue. Glendale Ferret Co., Wellington, O.

FERRETS FOR SALE — Exterminate your rats at small cost. Catalogue and price list free. C. H. Keefer & Co., Greenwich, O.

EXTERMINATE your rats. Ferrets will do it for you. Write us at once for free catalogue and get-rid of them at once. N. A. Knapp, Rochester, Ohio.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

CRABBS REYNOLDS TAYLOR CO. Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

DAMP CORN WANTED.

WANTED 100 cars new corn to dry in transit. The Wadsworth Feed Co., Warren, O.

GRAIN WANTED.

WANTED heavy, bright Montana oats and barley. Lewis Grain Co., Chamber of Commerce, Buffalo, N. Y.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send Samples.

C. T. HAMILTON,

New Castle, Pa.

GRAIN FOR SALE.

GOOD solid white ear corn at 52c per bushel, F. O. B. Skelton, Gibson Co., Ind. Big 4 R. R. Lots of good seed corn in this. Wile Seed Co., Colfax, Ind.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

WINTER VETCH

NEW CROP MICHIGAN GROWN YOUNG-RANDOLPH SEED CO., Owosso, Mich

What have you?

An Elevator Machinery Seeds

Do you want?

An Elevator Machinery Position Partner Seeds Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 20 cents per type line.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants. Scarlett & Co., Wm. G., whse. seed merchants. BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. BUFFALO, N. Y.

Craver-Dickinson, field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay. INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fid. sels.

Lewis & Chambers, field seeds. Ross Seed Co., field seeds, exporters MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptrs. PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse, field sds TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices. HENRY LICHTIG & CO., Kansas City, Mo.

Mexican Pinto Beans
Millet Seed
Sweet Clover Seed
White Spring Wheat
Durum Wheat
COLORADO GROWN

Car Lots

Write or Wire

Grain Company

STERLING, COLO.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

SEEDS FOR SALE-WANTED

SEEDS WANTED

WANTED—Mammoth Clover Seed, true to name. Write W. G. Trumpler, Tiffin, O.

SEEDS WANTED-Red clover, Alsike. Timothy, Alfalfa, etc. We are hdqtrs. for high class seeds. Write us when you are in the market. Hyman & Levy, Lima, O.

CLOVER SEED, red, mammoth, sweet, Alfalfa. Also timothy and soys.

O. M. SCOTT & SONS CO. 200 Main St., Marysville, Ohio.

SEEDS FOR SALE.

TIMOTHY and clovers a specialty. J. B. Leveille,

FOR SALE—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

WE HAVE a few cars of Sunflower Seed. If in the market, write for quotations and samples. Brown-DeField Grain Co., Charleston, Mo.

SEEDS FOR SALE.

RED CLOVER Seed for sale. AYE BROTHERS, Blair, Neb.

SUNFLOWER Seed for sale, car lots and less. Eberts Grain Co., Nabb. Ind.

FOR SALE—Superfine tested Perrenial and Italian Ryegrasses Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

SUDAN grass seed. Special price on car lots. Also maize, kaffir and feterita. Weaver Bros., Lubbock, Tex.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

SEED CORN in ear by car loads. Special price this fall, 30,000 bus. Reids Yellow dent, Funks yellow dent, Boone Co. White and the best white corn ever grown. Early white eclipse. Address
WILE SEED CO., Colfax, Ind.

THE ILLINOIS SEED CO. CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids

ATURAL GRASS

■NGLISH RYE

ED TOP

ED CLOVER LFALFA WARF RAPE HITE CLOVER LSYKE

44-46 Pearl St. **NEW YORK CITY**

"MAY BELL" Brand Pure Field

WE BUY

ROSS SEED CO., Louisville, Ky.

EXPORTERS and IMPORTERS ASK FOR PRICES

Journal Want Ads Bring Results

CRAVER-DICKINSON SEED CO.

Binghampton

Buy and Sell

Buffalo

TIMOTHY **CLOVER ALSIKE ALFALFA** POP CORN

Wilwaukee Seed (Company



WHOLESALE SEEDS

104-106 WEST WATER STREET

MILWAUKEE.WIS. Buyers and Sellers

Medium Mammoth Alsike, White Alfalfa, Timothy, Grasses, etc.

Mail Samples

Ask for Prices

"The Live Clover House"

Record Clover Prices?

With demonstrated shortage in central states and northwest already drained, light receipts are expected. Similar conditions produced record prices in former years. Will this season establish new record? For milar conditions produced record prices in forme ears. Will this season establish new record? For test news bearing on the situation, read our Dally etter, published in Toledo Daily Post. Sample

SOUTHWORTH & CO., Second Nat'l Bank Bidg., TOLEDO, OHIO

WHEN YOU BUY-BUY RIGHT. OUR ADVERTISERS OFFER THE BEST.

SEEDS FOR SALE.

FOR SALE—Choice Iowa grown timothy and clover seed. Samples on request. W. F. Harris, Williamsburg, Iowa.

CLOVER SEED, Red Clover & Alsyke. Any quantity, bag to car lots. Samples and prices on request. Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

SEED CORN in ear or shelled and graded. It is 1914 crop grown within twenty miles of Aberdeen, So. Dak., with high germination, adapted to the northern part of South Dakota and the greater part of North Dakota. Write for samples and prices

THE FREEMAN-BAIN COMPANY, Aberdeen, So. Dak.

I AM Headquarters for Cane Seed, Japanese Honey Drip and Crookneck Ribbon Cane, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Sudan Grass, Alfalfa, Feterita, German Millet, Japanese and Pearl Millet, Fancy Red Rust Proof Oats, Spanish Peanuts, etc. Ask for samples and prices.

ROBERT NICHOLSON,
Wholesale Seeds, Dallas, Texas.

Dallas, Texas. Wholesale Seeds.

When buying or selling

Red, Alsike and White Clover, Alfalfa and Timothy Seed

Dried Peas.

L. TEWELES SEED COMPANY

Established 1865

Milwaukee,

Wisconsin

New Crop RED TOP SEED

We are ready to offer new crop Fancy Redtop seed. Prompt or later shipment. Attractive prices.

Ask for samples.

The Albert Dickinson Co. Seed Merchants

Chicago

Est. 1855 Minneapolis





fails to remind of its presence except as a most satisfactory machine

Its service is the even, steady performance of a perfectly balanced piece of mechanism.

Its economy is the kind that comes from the lowest maintenance cost

The Clipper gives absolute assurance of freedom from the necessity of repairs and constant adjustment. It eliminates the loss from mechanical failures.

Clipper means satisfaction, capacity, reliability. The double cleaning—first through the screens and secondly by air weighing, affords a degree of service that is surpassed by none and equalled by few.

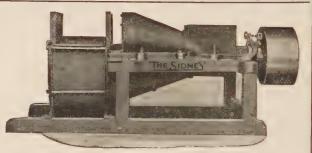
Send for particulars

A. T. Ferrell & Co. Saginaw, W. S., Mich.

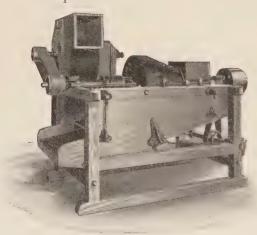
The SIDNEY Line

offers you many suggestions for an efficient grain handling elevator.

The SIDNEY Line of grain elevator equipment saves you time, brings more business to your elevator, and handles more grain faster, better and cheaper.



Sidney Sheller and Boot Combined



Sidney Combined Sheller and Cleaner

Receiving Separators, Corn and Grain Cleaners, Corn Shellers, Wagon Dumps, Elevator Boots and Heads, Loading Spouts, Power Transmission Machinery, etc.

Every Machine of the Sidney Line offers a perfect satisfaction of every want that it has been designed and built to fulfill. Our catalog gives the description. Users of the Sidney Line will verify its worth. Write today.

The Philip Smith Mfg. Co.

Sidney, Ohio

The GRAIN JOURNAL

GRAIN JOURNAL

[Incorporated]
Published on the

10th and 25th of Each Month at
315 S. La Salle Street, Chicago, Ill.
Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, NOVEMBER 25, 1915

UNPROTECTED OPENINGS in dark passageways of the elevator are too dangerous to be permitted to remain. They should be closed, or well guarded by rails unless it is the desire to drop a friend into the basement.

COUNTRY GRAIN BUYERS who pay the same price for all corn, especially at this time of the year when moisture varies from 18 to 30%, were termed at the winter meeting of Ohio grain dealers as discriminating against the seller of the better grain. It is just as unfair for a dealer to pay the same for corn of 28% and 15% moisture as for the farmer to hide dirt in the bottom of his load and collect full value for the whole. Insist upon clean grain and discount heavily for moisture, paying a premium for that which is really No. 2.

CONGRESS will convene at Washington Dec. 6th, and many new faces will appear in the Lower House, with the usual crop of bills, providing for the establishment of commissions and inspectors for guarding the health and morals for that great army of American citizens who do not hold office, hence are not competent to look after themselves. However, in view of the fact that the politicians seem determined to work out an extensive plan for spending many millions in preparing the country for war, private citizens may be permitted to feed themselves a while longer.

A STOCK fire insurance company was recently fined \$100 by Minnesota authorities for granting what appeared to be a discriminatory rate of insurance on one plant, while charging a higher rate on another. Even tho solicitors of the same company, working with the same schedule of rates, were to strive conscientiously to figure out a correct rate on the same property they would not always agree, and when it comes to determining the rate on two different properties as was the case in the decision reported in our Insurance Notes this number, many opportunities are offered for differences as to what the rate should be.

AN ERROR in a telegram which resulted in a Kansas City commission merchant being instructed to buy 50,000 bushels of wheat when the original message specified only 15,000 bushels, has resulted in a long drawn out controversy, an expensive lawsuit and finally a judgment against the telegraf company for the amount of the commission merchant's loss on the grain bot before the error was discovered. Had the message been sent in cipher the amount could have been specified in one word and the telegraf operator would have been deprived of an opportunity to change the amount.

AN IOWA commissioner threatens to prosecute grain dealers accepting par corn at this season of the year at 80 lbs. to the bushel instead of 70. The standard weight was fixed in the days of dry mature corn. Dealers weighing in even on the basis of 80 are allowing for only 14.3% of cob and excessive moisture. If the official of the law, who so suddenly realizes the importance of his position, had attended any of the many recent corn conferences held by grain dealers he would have found that moisture at this time makes up nearly one-third of new ear corn. But the Iowa dealers need not be discouraged, why not take in corn on the basis of the legal weight, but discount accordingly for moisture?

FURNISHING market letters to farmers has caused much dissatisfaction among grain dealers who believe such letters give the farmer a wrong impression of the profits in the business. However, the dealers approached on this subject are given an excellent opening to tell the farmer a few of the expenses to be considered before a profit is reached. These items are too numerous to mention here, but if laid before the disgruntled farmer who has looked over a market letter, they will cause him to wonder how grain can really be handled on such a narrow margin. Try it the next time the opportunity is presented. One Ohio dealer makes use of his local newspaper to advise his farmer patrons of the care and preparation of grain for market to get the most money out of it.

RURAL CREDITS seem to be worrying Congressmen so much that some of them are driven to writing and publishing books on the necessity of doing something to "help the farmers to their share of credit." Doubtless farm loans command the lowest rate of interest obtainable for short time loans in the country, and the demand for government assistance to cheaper money does not come from the farmer, but from the cheap politicians, who hope to be paid a handsome salary for managing a Credit Buro which shall secure loans for the farmer. The selfishness of the average politician seems to prompt him to champion Federal assistance for any class, providing he has some show of establishing a soft berth for himself.

THE COST of insurance is a factor many grain dealers overlook when considering the construction of a new elevator. This is particularly unfortunate, because the insurance cost is something that will remain with the plant so long as it stands. It is a daily expense and each reduction in the basis rate on the plant will effect a permanent economy which will amount to considerable each year. Recognizing this fact, one firm of grain elevator builders of the southwest has issued a catalog of grain elevators, showing different arrangements, and giving also the insurance basis rate on each plant. Grain elevators can be arranged just as conveniently and operated just as economically, if the suggestions of fire insurance experts are followed and the unnecessary hazards eliminated. It is by far the cheaper and safer way.

NOT DISCOURAGED by losing its two previous hearings for increased rates in Western Classification Territory, the carriers and their high salaried attorneys will appear at St. Louis on Nov. 29 to "convince" the Interstate Commerce Commission of the dire need for greater revenue from grain and grain products. The recent advertisement of a Chicago bond house would be one of the most significant arguments the shippers could present at this time. This advertisement, designed primarily to interest investors in railroad bonds, which is sufficient proof of its truthfulness, shows that the net earnings of the St. Paul, Erie, Louisville & Nashville, Pennsylvania, Southern Pacific and other roads, have increased nearly \$10,000,000 for the quarter ended Aug. 31 compared with the same period a year ago. The individual increases range from 15.5% to 50.4%, And these railroads, among others equally prosperous, will tell the Commission their rates should be advanced 5%. But that body of men knows, perhaps better than anyone else, that these tremendous earnings of the carriers, if used in a legitimate manner, would be more than sufficient to finance the railroads.

SHRINKAGE OF CORN on most crops is so much in excess of what is thot possible that few dealers give it the consideration merited. One dealer, at the recent Ohio meeting, presented figures on 2.500 bushels weighed into a farmer's cribs in November, 1914, and delivered to him a year later minus 675 bushels, which had been lost in shrinkage. So it would seem to be abject folly for farmers to engage in the growing of moisture laden corn unless they intend to market it immediately when it is gathered from the fields. The buyer of water laden corn who tries to get along without a moisture tester is simply stumbling about in the dark with no idea of where he is going.

FIRES-Locomotive sparks, friction and exposed gasoline near a heater are the principal known causes of fires reported in this number. Losses ranged from \$200 to \$50,000. As the unknown cause is credited with 13 fires out of the total 20, it is evident that grain dealers reporting fires do not yet realize the importance of determining just what started the fire. If this is ascertained and the information given the insurance companies, those concerns will be aided materially in pointing out preventable causes and making the proper recommendations for their elimination. One Kansas man is reported in this number as realizing the importance of keeping a supply of water at the top of his plant. To keep it free from dust and mice and to prevent evaporation, this operator has thrown oilcloth coverings over the barrels. This covering is quickly removed should it be necessary to use the water. A better way is to use iron receptacles filled with calcium chloride solution. which will not freeze.

TELEFONE charges for toll lines have always been a source of frequent controversy between grain dealers who use the lines extensively and the telefone companies which seek to make those lines earn toll forty hours per day. The frequency with which the telefone companies have overcharged patrons has made many grain dealers so sore that they have threatened not to pay the bill, but whenever the telefone company assured the patron that the bill would be paid or the line taken out the money has been forthcoming. It has remained for a Fort Worth grain dealer, who was convinced that he was being overcharged, to secure an injunction restraining the telefone company from removing the lines or refusing the full service of those lines. The rapid increase in the use of telefone tollmeters by grain dealers in all sections of the country during the last year, indicates that dealers everywhere were fully convinced that they needed something of this character to protect them from the greed of the telephone companies.

BUYERS OF new ear corn in Ohio are much surprised by the large amount of moisture it contains. At the recent meeting of the Ohio State Ass'n, those having shelled new corn made reports showing that it took as high as 77 lbs. of new ear corn to shell out 56 lbs. Much of the corn of that state is said to be too soft to handle, the ears are shriveled and chaffy and the kernels are not filled. Reports on moisture content vary from 20 to 30%, and farmers were reported to be putting rails through the corn stored in cribs, in the hope of preventing its spoiling. Much of the corn grown in northern Iowa, in Minnesota, South Dakota and Wisconsin seems to be in a very unsatisfactory condition, and dealers who handle it early must expect to encounter real grief.

INDIANA grain and seed thieves, finding the carrying of their plunder a tedious burden, stole automobiles in which to transport it. While stealing seed was of little interest to the police the theft of a few automobiles sounded like a bigger crime and the thieves were quickly apprehended. They will sojourn at Michigan City at the expense of the state for from 1 to 14 years, presumably for not confining their attentions strictly to grain and seed. Despite this fact the thefts from elevator operators may have amounted to much more than the value of a few second-hand autos. At any rate, grain dealers of Peru and Huntington will sleep more soundly for the next few years, having learned that it is possible to apprehend and convict those who help themselves to grain, when sufficient pressure is brot to bear on the police dep'ts.

CASUALTIES reported in this number come from Iowa, Illinois, Kansas, Maine and the Dakotas. Slipping on ice, recently covered in a bulletin by the Millers Mutual Casualty Co., caused two severe injuries, while crushing and suffocation by grain received its customary mention, this time debited with two lives. With nearly every state enforcing workmen's compensation laws it seems reasonable to expect a diminishing number of these occurrences from now on, and it is hoped that Journal readers will profit by the sad experiences related and exercise every precaution to prevent accidents in their own plants. Two verdicts in favor of injured workmen are reported from Kansas and Indiana, \$6,000 being paid for a fractured knee and injury thru the use of a defective car puller. These two are merely the forerunners of many other verdicts which must of necessity be rendered in favor of the injured in the future. To be protected it is not only necessary to carry casualty insurance, but to guard all hazardous machinery.

THE CAR FAMINE is not handicapping grain shippers in the southwest but in the northwest and east many complaints are being registered against the failure of the railroads to supply sufficient cars to accommodate the shipments of grain offered. As much of the oats and wheat and most of the corn is yet to be moved shippers will no doubt experience ever increasing difficulty in obtaining box cars suited to their needs, so it may be necessary for them to make written orders for cars in advance of the dates they wish to load, to get the grain out within a reasonable time. When the order for cars is placed in writing and the station agent signs for a copy of the order, no excuse is left for him to claim he did not receive or understand the order.

Proposed Increase in Minimum Carloads.

The minimum carload weight for grain to obtain the carload rate of freight is sure to be materially increased, unless the shippers of the land protest vigorously against the proposed changes. Country shippers who load cars to the roof, as will be necessary in many of the old cars, will be put to the extra burden of guaranteeing the quality of their grain until it arrives at unloading point. If a car is loaded so full that samplers cannot obtain a fair average sample of its contents, then if a grade is given to the grain, it will be subject to reinspection upon arrival at unloading point, which may be one, two or three weeks later. It will also be difficult for shippers not equipped with power loaders to fill many cars to the minimum weight.

The raising of the minimum weight of a carload will also work a hardship upon all shippers at small stations, where a variety of grain is handled, as it is not an easy matter to obtain such a large amount of the same kind or quality of grain, hence these shippers will find it necessary to retain indefinitely small parcels, or mix them in with grain of other varieties and grades. Shippers without scales will be virtually forced out of business by the following proposed schedule of minimum carload weights:

On many crops, when oats are light, no shipper will be able to load the minimum, unless he clips them close and steams or sprinkles them before loading. Shippers who are opposed to having their business handicapped by such minute regulation, owe it to themselves to speak up, and give the trade the benefit of their convictions and experience. After the minimum has once been advanced, it will be a difficult matter to have it reduced.

One Thousand Bushel Lots.

The endorsement in the last number of the Journal of the move to induce the Kansas City Board of Trade to change its rules, so as to permit trading in grain for future delivery in thousand-bushel lots, has brought so many letters, commending the proposed change, that we are hoping all dealers will write out their convictions in the matter and send them in.

It is certain that the miller who obtains an order for two carloads of flour which will necessitate his buying 2,000 bus. of wheat, will hesitate before going into a market which requires him to buy 5,000 bus. of wheat if he buys any. On the other hand, the country elevator man who buys 2,000 bus. of wheat from a farmer patron, will hesitate to go into a market to hedge against his holdings, if that market requires him to sell 5,000 bus. or none. The legitimate market for dealing in grain for future delivery is not regulated with a view to satisfying the commercial needs of those merchants and manufacturers dependent upon it for protection from the vacillations of fickle markets.

In this connection it is interesting to note the convictions of the representatives of the Federal Government, instructed to investigate the handling of grain in the territory tributary to Kansas City a year ago. The men from the office of Markets & Rural Organization, in their report to Congress which was referred to the Committee on Agriculture Dec. 9th, 1914, and ordered printed, said:

"Of the 16 country elevators visited by the writers not one takes advantage of the hedging of purchases and consignments. If grain is purchased one day at 88 and before the same is sold the market drops the country elevator sustains a loss equivalent to the decline of the market. On Sept. 4th, 1914, the market for "spots ordinary" at Kansas City was \$1.12 to 18.113½. The market had reached this point after a gradual rise. A great many country elevator managers expected wheat would reach a price better than the Sept. 4th quotation, and filled their elevators with grain costing around \$1.00 a bushel. This grain was not protected by hedging in the future market, and consequently unless the price returns to \$1.00 a bushel this grain will have to be sold at a loss. If this wheat hal been hedged there would have been no loss from falling prices unless the spread between cash and future prices should vary. In fact, this condition appears to be prevalent, and not one of the 16 elevators visited heages its holdings. The country elevator managers consider that any transaction in futures constitutes gambling, they having no conception of the insurance value of future trading. This condition is entirely different from that found in the spring wheat section (Minnessta and the Dakotas), where even the smallest elevator protects its purchases by heaging.

"The weakest link in the chain of marketing Kansas wheat is the country elevator. Compared with the value and difficulty of service rendered, the margin taken by the country elevator is perhaps larger than that taken by any other middleman in the marketing of wheat. ONE SPECIAL WEAKNESS IS IN THE FAILURE TO USE THE FUTURE MARKET TO HEDGE HOLDINGS. ELEVATORS FREQUENTLY BECOME CONGESTED WITH UNHEDGED STORED GRAIN. The elevators, as a general rule, are operated inefficiently with inadequate accounting sys-

tems and lack of a sufficient working capital."

No miller operating a plant of large capacity and no grain dealer buying grain in large quantities would think of attempting to conduct his business without protecting it from the rise and fall in prices by buying or selling for future delivery in the pit. Few large dealers could afford to take such chances. If the protection afforded the large flour manufacturer and grain dealer in the future option is necessary to the success of his business, then it is just as necessary to the success of the man working on small or borrowed capital.

If the lots dealt in are of a size which comes within the daily scope of the small dealer, he will be able to use the protection more frequently, and without investing in such a large lot as to make his unprotected chance of suffering by a change in the market just as great as if he had not hedged against his purchase of wheat or sale of flour. The miller who needs 2,500 bus. of wheat to fill a flour order and the grain elevator operator who wishes to sell 2,500 bus. of wheat contracted for would have nothing to gain by going into the market and buying and selling 5,000 bus. of wheat.

The lots dealt in should be reduced to meet the needs of the small merchants and manufacturers future trading is designed to protect. The only arguments that have ever been presented against dealing in smaller lots for future delivery are the arguments of the broker, who thinks he should go home every afternoon at two. It may prove difficult for commission merchants who specialize in small lots to realize large earnings. The establishment of a future market for dealing in lots of 1,000 bushels will in nowise interfere with trading in 5,000-bu. lots; on the contrary, it will bring many new traders in the larger units into the market. In the Chicago wheat pit the thousand-bushel lot traders flock by themselves and do not interfere with or get into the business of the 5,000-bushel lot traders.

The extension of the privilege of trading in lots suited to the needs of all grain dealers will surely result in the wider use of the hedges of protection by dealers and grain manufacturers, and with this new army of small traders entering into the future market, the option would always come nearer to representing the views of buyers and sellers the world over. Markets will not be so fickle, and they can always be depended upon to represent more truly the exact value. A fair trial on all grains and in all markets would hurt no one and would at least prove to the Doubting Thomases that the small dealer and manufacturer is entitled to the right of dealing in quantities suited to the needs of his business.

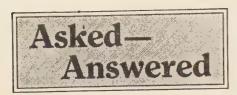
Proposed Transportation Legislation and the Needs of Grain Shippers.

The railroads' rigid rule, limiting the filing of claims to four months, resulted in one grain shipper of the southwest filing a claim for damage to his grain by salt water before he discovered that the car, thru an error in billing, had been detained in Ft. Worth until after the Galveston storm. The Railway Age Gazette makes merry with "the early bird who started too soon," but the bird is not to blame. It is the effort being put forth by the railroads to void claims before the shipper has discovered that he has no grounds for a claim. The railroads, in their efforts to forestall claims being made by shippers, have made the time entirely too short, with the natural result that all discreet shippers will soon make it an inviolate rule of their office to file a claim against the carrier on every shipment of grain the minute a car is sealed. Then any fair claim which shipper may have against carrier will not be outlawed, because he was unable to learn of his loss until after the time limit for filing claims had expired.

Last Monday a conference was held in New York City, to determine what changes should be made in the Cummins Amendment to the Interstate Commerce Law, and it is barely possible that the period for filing claims will be extended to one year, and the shipper be relieved of limiting the valuation of his shipments. The laws will then be amended to secure for the shipper the same right of appeal from a decision of the Interstate Commerce Commission as is now given to the railroad companies. It does not seem fair or reasonable that the carrier should be given forever to collect its claims against shippers, while the shipper has but four months to file his claims.

Unfortunately, the shipper's interest has not been guarded as jealously in the preparation of much of the proposed legislation as is necessary if he is to have a square deal. However, a new Congress will soon convene, and the proposed legislation will be presented to the public in concrete form, so that shippers will be given an opportunity to make a fight for the enactment of more reasonable and equitable regulation of transportation companies.

JUDGMENT has just been given a Tennessee elevator operator against a railroad for the value of his plant and grain destroyed by fire originating from the sparks of a passing locomotive. Regardless of the carrier's claim that faulty wiring caused the fire, the dealer was able to prove sparks were to blame and for this ability he will undoubtedly be reimbursed in full. This is a strong argument in favor of ascertaining the causes of fires.



[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

What is Pay of Elevator Agents?

Grain Dealers Journal: On the average what is the rate of pay of agents or managers employed by country elevator companies in Idaho, Oregon, Montana or Colorado?—Nebraska Manager.

Text Book Wanted.

Grain Dealers Journal: Kindly advise if there is a book published that will give one a general knowledge of the hay, grain I also want informaand feed business. tion regarding grading the different kinds of grain and hay in the different states. Any advice as to where I can procure a copy of such a book will be greatly appreciated.—H. L. Vernia, New Albany,

Ind.

Ans.—We do not know of any text book which would give you the general knowledge desired. However, you can obtain up-to-date information bearing on these three lines of trade from the trade journals published in the interests of the hay, grain and feed business. Rules governing the grading of grain can be obtained from the secretary of the grain exchange of the market in which you are particularly interested. It now seems probable that with the enactment of the Grain Grades Act, uniform rules governing the grading of grain will be established by the Federal government and no doubt used exclusively throughout the entire country.

Value of Moisture Test?

Grain Dealers Journal: What are the advantages of a moisture test of grain? What does it show to the storage man at the time of storing? Are there any standards of shrinkage for certain lengths of time of certain moisture percentages? What is the usual way of determining shrinkage? What is the general tone of the laws in the different states in regard to receiving grain on storage or deposit? —Earl Petty, Noble, Okla.

te receiving grain on storage or deposit?

—Earl Petty, Noble, Okla.

Ans.: Practical grain men of experience consider themselves qualified to judge the keeping qualities of grain by its appearance, feel and odor, without the moisture test. Sound grain will keep well in store even if it contains moisture, and the chemists themselves declare that the real test for keeping quality is not moisture but acidity. As damp grain will lose weight in the course of time, a knowledge of its percentage of water is valuable to the buyer in determining what he can afford to pay for the grain.

A comprehensive article on the shrinkage of wheat, corn and oats different months of the year for 10 years, with charts showing the loss in price due to holding in store will be published in the next number of the Journal. Shrinkage is determined by reweighing after storage.

Laws of the different states hold warehousemen of grain as well as other commodities to strict accountability for property entrusted to them for safe keeping. In addition many states require the warehousemen to take out a license; still others that he give bond, and still others prescribe a number of burdensome regulations for the grain warehousemen. The grain dealar must study the law of his state before taking grain on deposit in order not to become liable unwittingly by charging for storage or mixing the grain of different owners.

Dimensions of Bin for 100 Bus.

Grain Dealers Journal: How large should bins be to hold 100 bus, of different kinds of grain?—Thos. W. Shackleford, Spring Station, Ky.

ford, Spring Station, Ky.

Ans.: A bushel is 2,150.42 cubic inches, and 100 bus. is 215,042 cubic inches, or 1254, cubic feet; but grain varies in weight, and, as bushels are figured by weight, 3,200 lbs. of oats, 100 bus., testing 28 lbs. per bu., will take up much more space than 3,200 lbs. of oats testing 34 lbs.; hence extra space must be allowed corresponding to the lightness of the grain, about 8 per cent for wheat and 15 to 20 per cent for oats. Theoretically 100 bus. of wheat testing 60 lbs. per bu. should be contained exactly in 125.25 cu. ft.

What Is Immediate Acceptance?

Grain Dealers Journal: On Monday morning I received a letter written after the close of the market on the Saturday previous, offering me a certain price for wheat for immediate acceptance. an acceptance Monday morning before 8 o'clock a. m. The deal was turned down. I claim the man is in error in refusing to accept my grain when I wired before there was a possibility of market changes. Am I right?—M. Latshaw.

Am I right?—M. Latshaw.

Ans.: According to law, seller could have used the mail in accepting, unless the letter specified wire reply. Without knowing the conditions in the letter, it is impossible to state whether seller's contention is correct. For example, if buyer's letter specified that acceptance should reach him by 9 a. m., and it was delayed an hour by the telegraf company, the buyer can not be held responsible. Assuming that immediate acceptance by wire was intended, if the seiler handled his mail promptly that morning a wire that ordinarily would reach the buyer before the opening of the market gave the seller a good claim against the buyer or the telegraf company.

Carrier Liable for Shortage?

Grain Dealers Journal: We shipped a car of oats to St. Louis Nov. 21, 1913, containing 64,000 lbs., according to the railroad track scales here. At St. Louis 16,450 lbs. was taken out of the car and sold at 41½ cents, the remainder being shipped to Nashville, Tenn., and resold at 39 cents. But the unloading weight, 42,-080 lbs., at Nashville showed a shortage of 4970 lbs., after allowing 500 lbs. for

grain doors and other coopering.

We filed claim with the C., B. & Q.
Jan. 7, 1914, and were unable to get any satisfaction or our papers back until June this year.

The claim agent's reason for refusing this claim was that car showed no leak age on being inspected at St. Louis and that also in Nashville there was no evidence that the grain had been lost in transit. The claim agent never mentioned the fact that the car was weighed here at Oskaloosa by their own weighmaster and that they charged freight on the weight, 64,000 lbs., at this end.

Have we a just claim? Has the Interstate Commerce Commission ever decided that a railroad company must deliver the amount loaded in the car at starting point or pay for the shortage regardless of whether the car shows a leak or not at the time of inspection?—The Blackford Co., Oskaloosa, Ia.

Co., Oskaloosa, Ia.

Ans.: The Interstate Commerce Commission does not assume jurisdiction over loss and damage claims.

The courts have held that the railroads must deliver the full amount loaded or pay for the shortage, and, as the track scale weight is good evidence of amount loaded, shipper has a just claim. When the suit comes to trial in court, if the railroad company should undertake to prove its scales wrong at Oskaloosa the shipper should be prepared with evidence of the amount loaded to corroborate the weight of 64,000 lbs.

How to Dispose of Corn Cobs?

Grain Dealers Journal: Does the disposition of cobs ever become a problem around many elevators? Are there any markets in which cobs may be sold? What are the prices, if any, allowed for a carload of cobs fob an elevator? Could carloads of cobs be disposed of for fuel either in cities or emailing allowed.

either in cities or smaller places?

In talking with elevator men we have found that the excessive expense of loading the color in color than the color in the co ing the cobs in cars has stood in their way of trying to do anything with them. With this expense practically eliminated by using the air blast car loader it might possible to turn the cobs into a source of income of no mean proportion.—Maroa Mfg. Co., Maroa, Ill.

of income of no mean proportion.—Maroa Mfg. Co., Maroa, III.

Ans.: The disposition of the cobs is a very trying and expensive problem about many elevators of the corn surplus sections. Many dealers spend large sums of money to build cob burners that will stand the heat and the best of them do not last very long.

At different times the Journal has had inquiries for clean cobs from different cob grinders, and also for material used in the purification of illuminating gas. The freight on cobs is so large as to prevent their being shipped very far for fuel. While they create an intense heat and burn freely they will put the average stove out of business in a couple of seasons; and a cob fire soon burns out, so the good housewife must spend much of her time shoveling cobs.

If the country produces in excess of 3,00,000,000,000 bus, of corn we will have over 14,000,000,000 pounds of corn cobs, which are an absolute waste. If the farmer would chop them longitudinally and throw them back on the farm they would soon disintegrate and prove good fertilizer.

In another column of this number is a description of the method of manufacture of corn cobs into gas purifying material.

How to Compel Receiver to Settle?

Grain Dealers Journal: On Sept. 24 I consigned 4,500 bus. of corn to a receiver at an interior market, where one car arrived the same date and the other two next morning. The banker notified the receiver on Sept. 26 and the agent also notified him the same date that the cars were there.

The receiver paid the drafts at the bank on Sept. 28 and accepted the Bs/L but did not unload the cars until Oct. 6, and he settled with me for the corn on that date which happened to be when the price was the lowest. I kept waiting for the returns until Oct. 8 when I called him on the phone and he settled on the basis of Oct. price, the market having advanced a few cents on Oct. 8.

He made the excuse to me that they were so rushed with wet oats that they could not get to the corn. He said it has been their rule for years to care for the oats receipts first and that I knew the corn was there and that it was my privilege to sell it at any time I cared to, while, in fact, I was looking for the returns and did not know it was not get-ting any attention. The question I wish to bring forth is whether or not he could hold this consigned corn one car nine and the other eleven days after it was delivered, or does the receiver have to handle it in what would be considered a reasonable length of time?

This was 70-cent corn, and to take 57½ is quite a cut. The receiver's card bid for corn on Oct. 6 was 58 cents, and on Oct. 5 was 57½ cents, so I do not understand his way of settling. I would like to have the opinion of the Journal and of other shippers.—E. E. Resler, mgr. Farmers Grain Co., Heaton, Ill.

Ans.: In cities having a Board of Trade. Grain Exchange or Chamber of Commerce organizing the grain dealers into an ass'n,

consigned grain is sold according to the rules of the market. Grain should be sold the day the receiver gets the sample from the inspector to exhibit on the floor of 'Change; a reliable commission merchant can be trusted, however, to use his judgment to hold grain over a day or two on the chance of a better market.

In no case can the receiver hold grain 3 to 11 days without express permission from the consignor.

The fact, if true, that the local elevator men were rushed with oats had nothing to do with the sale of the grain. It could be sold first and handled later, which is the case in any event.

If shipper can prove that price bid by the receiver was higher Sept. 28 than it was on Oct. 6 he should be able to recover the difference by suit, because at law the receiver is bound by the custom of the trade to sell on arrival, inspection and sampling of car.

Refusal to Furnish Car Unless Destination Is Specified?

Grain Dealers Journal: The local railroad agent has refused to furnish us a car for grain going east unless we specify the destination, stating that cars of his own road must not be routed off the line if possible. He wants us to wait in-definitely until a car of certain eastern roads is available. Can the railroad compel us to ship only to certain points?— Booker & Dawson.

roads is available. Can the railroad compel us to ship only to certain points?—Booker & Dawson.

Ans.: The Interstate Commerce Commission has not, so far as I can discover. directly passed upon the question. In Mission it all interstate it is a summary of the commission said:

"Our railroads are called upon to so unite themselves that they will constitute one national system; they must establish thru routes, keep these routes open and in operation, furnish the necessary facilities for transportation, make reasonable and proper rules of practice between themselves and the shippers, and as between each other."

It condemned the action of the defendant in that case in placing an embargo on its equipment moving to the rails of certain carriers which had failed to promptly return the equipment when unloaded.

In Wichita Board of Trade v. A. T. & S. F. Ry. Co., 25 I. C. C. 625, at page 631, the Commission said:

"As we have announced in previous cases, it is proper that the carriers, as between themselves, should adopt reasonable regulations calculated to induce the prompt return of cars by foreign lines, but a carrier has no right to establish regulations or fix rates with a view of controlling the employed by the shipping public."

In other cases the Commission has held their carriers must so handle their equipment as to best discharge their duties to the public. In Chicago & North Western Railway Reconsignment Rules, 29 J. C. C. 620, the Commission had under consideration a rule reading:

"Reconsigning orders for points beyond the rails of the C. & N. W. Railway or the C., St. P., M. & O. Railway will not be accepted on perishable or other freight when loaded in C. & N. W. Railway or the C., St. P., M. & O. Railway will not be accepted on perishable or other freight when loaded in cars were furnished in order to avoid the necessity of C. & N. W. refrigerator cars:

The explanation of the carrier of its reason for establishing these rules was that it had a supply of its own refrigerator cars and other value in the

dismissed the proceeding.—G. B. McGinty, sec'y Interstate Commerce Commission, Washington, D. C.

Trading in Thousand-Bushel Lots.

Grain Dealers Journal: We would appreciate it very much if you would kindly give us your views as to whether or not, in your estimation, a reduction in the size of the lots of grain traded in for future delivery on the different grain exchanges would work to the advantage of the country grain shipper? I believe the minimum is now 5,000 bus. If the country to the country grain shipper? try elevator man were able to hedge against 1,000 bus. of grain in his house, would he not oftener sell for future delivery and hold the grain? Your convictions the state of tions in the matter will be greatly appreciated by W. C. Jones.

Liability of Carrier for Misrouting.

Grain Dealers Journal: On a shipment misrouted the delivering carrier collected from the consignee the additional freight. Our claim to recover the overcharge was filed with the delivering carrier, which advises that we should file claim with originating carrier, which made the blunder. We prefer to collect from the delivering carrier. Can we do so?-M. & Co.

We prefer to collect from the delivering carrier. Can we do so?—M. & Co.

Ans.—The Interstate Commerce Commission has ruled that for its failure to ascertain the lowest combination the initial carrier is liable for the additional freight. Also in Rule 214 of Conference Rulings Bulletin No. 6 the Commission held

"If a carrier's agent misroutes a shipment, and thus causes extra expense to the shipper over and above the lawful charges via another available route of the class designated by shipper—that is, all-rail or rail-and-water—over which such agent had applicable rates which he could lawfully use, and responsibility for agent's error is admitted by the carrier, such carrier may, as to shipments moving subsequent to March 18, 1907, adjust the overcharge so caused by refunding to shipper the difference between the lawful charges via the route over which shipment moves and what would have been the lawful charges on same shipment at the same time via the cheaper available route of the class designated which could have been lawfully used. Such refund must in no case exceed the actual difference between the lawful charges via the different routes as specified, and must in every instance be paid in full by the carrier whose agent caused such overcharge, and must not be shared in by or divided with any other carrier, corporation, firm or person."

The Interstate Commission has ruled that the delivering carrier can recover from the initial or connecting line any refund chargeable to the initial line, and by suit the delivering carrier can recover from the initial or connecting line any refund chargeable to the initial line, and by suit the delivering carrier can recover from the initial or connecting line any refund chargeable to the initial line, and by suit the delivering carrier can recover from the shipper. Making claim against the delivering line places on it the burden of ascertaining the facts at some remote the initial line, whoth was guilty of the misrouting, should be best qualified to make a defense and th

Coming Conventions.

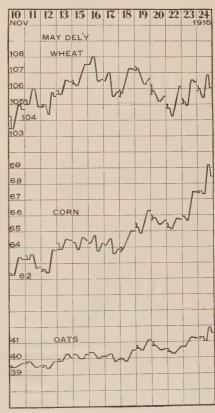
Jan. 26-27.-Missouri Grain Dealers Ass'n at St. Louis.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

THE CANADIAN Council of Agriculture has reiterated its demand that the Government of Canada immediately take steps to secure the free entry of whea' to the American markets. In a recent resolution the Council regrets that delay in this matter has cost the grain growers of the west many millions of dollars. The Council of Agriculture is composed of farmers of Ontario, Saskatchewan, Manitoba and Alberta.

Chicago Futures

Opening, high, low and closing quotations on May wheat, corn and oats at Chicago, for the last two weeks, are given on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows: MAY WHEAT

Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov:
10.	11.	12.	13.	15.	16.	17.	18.	19.	20.	22.	23.	24.
Chicago 1045%	104%	1051/2	106%	1071/6	1065%	105 3/4	1071/8	106%	$105\frac{1}{2}$	$106\frac{1}{8}$	106%	106
Minneapolis101 %	1023%	1023/	1031/2	104%	1035%	1025%	103 %	103	101%	1021/8	$102\frac{1}{4}$	1021/8
*Duluth 981/8	985%	99	99%	1003%	1005%	991/4	100%	997/8	981/8	98%	98%	98
St. Louis104 1/4	1048%	10434	105%	1061/2	106	1051/2	1031/4	105%	1041/2	105	1051/2	105%
Kansas City100	100	1003/	1011/	1021/	1015%	100%	1021/6	1015%	1001/4	100%	101	100%
Milwaukee1045%	10476	10512	106 %	1071/6	1065%	105 %	1071%	1065%	1051/2	1061/8	106%	106
Toledo1161/2	117	1171/2	1175%	11834	1181/	1171%	119	1183/	1173%	1173/4	118	11734
†Baltimore115¾	1163/	1171/	1181/	11834	1173/	1163%	11716	117	115%	115%	1151/2	1151/2
*Winnipeg 96½	0.75/	0754	0.83/	991/	0.23/	. 971/2	981/2	975%	961/4	965%	963%	965%
*Winnipeg 9072	0178	2178	3078	0074	00 78	01/2	00 /2	0 . 78	00/4	0 0 70	0 - 70	. , .
				MAV	COR	N.						

Chicago 63¼ 62¾ 63¾ 64% 64% Kansas City . . 59% 58¾ 59¾ 60% 60% St. Louis . . . 61½ 60½ 61½ 62% 62% *December delivery †November delivery

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.l

File Claims for Storm Damage Now.

Grain Dealers Journal: Many grain shippers are directly interested in the Galveston storm damage, and with a view of trying to help them out I have decided to refer to this matter in a way that I

hope to be of some service.

I attended a meeting of Oklahoma
Dealers at Oklahoma City where an opinion was rendered in person by an Ex-Chief Justice of the Supreme Court of that State which tended to the position that the railroad companies were liable for the storm damage to the wheat contained in the cars at the time of the storm.

I have recently filed a claim for one of

our members against the Santa Fe and in presenting the claim I called their attention to some of the reasons why the railroad company was liable for this loss, as

tion to some of the reasons why the railroad company was liable for this loss, as
follows:

"In handing your claim No. 64 for account of S. E. Chadwick for loss and damage to the hay contained in AT&SF Car
No. 9397, shipped from Godley, Tex., on
Aug. 12th, to Galveston, Tex., we claim
that the railroad company is responsible
for this loss for the following reasons:

"I understand that the railroad companies were not held for loss occasioned
by the 1900 storm for the reason that
there was not a precedent, and the railroads had no precedent calling for improvement of conditions at Galveston to
protect them against the damage. But
with the 1900 storm as a precedent, which
induced the people of Galveston to build
a wall and raise their city something like
15 to 17 feet on the Gulf side in order to
protect themselves, the railroads have not
taken any steps whatever nor raised their
tracks one particle on the bay side when
they had before them the fact that during
1900 storm the wind blew for quite a while
from the Gulf side, forcing the water into
the bay, and then switched around and
blew the water from the bay right out over
their railroad tracks, which set a precedent or should have given the railroad
companies warning to have protected themselves and their customers from loss or
damage, as did the city of Galveston in
building the sea-wall. Their failure to do
so clearly lays them liable for loss and
damage of property in their possession or
care in the recent storm.

"There is another ground in holding the
railroad companies liable for this damage
which is, as I have learned from the Government Weather Bureau, that the public,
including the railroad companies, had
ample, sufficient and continuous warning
for some time before the storm reached
Galveston of the fury and approach of the
storm, and especially were the shipping
interests notified. This warning was
given in sufficient time to enable the railroad companies to have moved all of the
freight subject to such damage from the
island of G

"There is no necessity of delaying your answer in this claim for the reason that you only have to refer it to your Legal Department, as there is no other railroad involved and no question involved except your legal liability, and, as there will likely be a great many other claims on the same basis, I suggest that you have the question passed on immediately by your Legal Department and advise me whether or not you are going to pay the claim."

The Santa Fe Claim Department de-

The Santa Fe Claim Department de-ined the claim stating that, "The damclined the claim, stating that, age for which your claim is filed was the direct result of the hurricane that swept this island Aug. 16th, 17th, and while we have carefully considered all of the facts brought out by you we are not in a position to admit that this damage was the result of carriers' negligence. We are therefore, returning to you such papers as were filed in support of your claim and must advise that your claim is declined.

I understand that in some instances the receivers are holders of the bills-of-lading and are claiming that the shippers are responsible and in some instances the shippers have acknowledged their liability and in other instances they are denying their liability. The Supreme Court of the United States has decided that a Bill-of-Lading is the contract and that the clause contained in the Bill-of-Lading limiting the time of filing a claim or giving notice of same to the railroad, to four months is reasonable and that unless claims are filed against the railroad companies within this time same cannot be collected.—H. Dorsey, Fort Worth, Tex.

Farmers Buncoed by Organizers.

Grain Dealers Journal: Smooth talkers in the past have found easy picking selling the farmers lightning rods, county rights on a patent fence gate or an interest in a stud horse association, but since the farmers have become sophisticated in these grafts the schemers have had to find something new, and their best hold now seems to be selling stock in an elevator company.

A farmer who would not think of going into a partnership with two of his best friends in any local business without the closest scrutiny of the possibilities of profit and a complete understanding of the methods of conducting the proposed business will hand his money over to the promoter, because he feels his responsi-bility is limited only to the amount of money he subscribes and that his neighbors are subscribing and "somebody else" will see to it that the venture turns out profitable.

The promoter does not consider whether another elevator is needed at the station. He only needs to know that the farmers have the elevator "bug." A glaring case have the elevator "bug." A glaring case of misplaced effort by one of these promoters is presented at one Illinois station handling only 100,000 bus. a year.

The organizer visited the town, found an up-to-date elevator serving the farmers, and an old unused trap of an electrostanding idle. He persuaded the farmers that they needed their own house, so they organized with \$8,000 capital stock, the taking his 10 per cent. The organizer taking his 10 per cent. organizer took this for organizing. had never been engaged in the grain business, in fact he expressly disclaimed knowing anything about how to run an

The farmers could not see their way clear to buy the elevator at a fair price so the organizer recommended a certain construction company. Their representa-tive came, as did an independent builder. The difference in their bids was \$900; but the organizer helped the construction company get the job. The farmers pur-chased three lots and the old useless trap of an elevator for \$1,400, making \$3,100 of their capital already gone. They have hired an inexperienced manager for \$60 per month and expect to handle grain on one cent margin, when there is 100,000 bus. to be divided between two firms. Some of the farmers now realize that they made a mistake.—M. A. Foster.

"Men Who Live in Glass Houses Should Not Thro Stones."

Grain Dealers Journal: I notice in your issue of Nov. 10th a letter from the Oklahoma Grain & Flour Co. of Oklahoma City wherein it states that it bought from the Davidson Grain Co., of Davidson, Okla., three cars of wheat and that the wheat was shipped and was billed overweight and that it is unable to get a settlement out of the Davidson Grain Co.

It might be in line to state that a little thing like this should not worry the Okla-

thing like this should not worry the Oklahoma Grain & Flour Co.
On Feb. 1st this year I sold to the Oklahoma Grain & Flour Co. two cars of milo maize at \$1.25 per hundred f. o. b. track Altus for ten days shipment. It confirmed the purchase and there is no difference in our confirmations. I asked it in my confirmation to give me shipping instructions and called it over phone several times for shipping instructions and it would not order the cars out. did order the cars out and the market declined and I sold the cars for its account and have never been able to get settlement

and have never been able to get settlement out of it for my loss. The Davidson Grain Co. may have done what it is accused of in the article signed by the Oklahoma Grain & Flour Co., but if it did, people who are not water-proof should not sling rotten eggs. —Yours truly, J. A. Walker, Altus, Okla.

Insurance Companies Against Use of Bisulfid.

Grain Dealers Journal: On page 687 of the Nov. 10 number of the Journal you published an article advising the use of fuma-bisulfid to rid an elevator of weevil. At times we have noticed the same advice in previous issues. This question has often been asked us and we have always refused a permit to use anything of an explosive nature.

We believe you are wrong in advising the use of fuma-bisulfid, as the insurance companies will not permit its use. The reason is that the flash point of carbon bisulfid is below 30 degrees Fahrenheit. It stands next to ether and is above gasoline and naphtha in its inflammability. Gasoline is nearly as good to furnigate with as bisulfid of carbon. It is only a temporary relief and carries with it altogether too great a hazard to be used. Besides the fire hazard there is the danger to life by explosion.

When advising the use of bisulfid it is urged that all fire be kept away: but most grain elevators are situated near a rail-road track where locomotive engines are passing at all hours. According to directions for using the fluid the time required is 24 hours and one elevator operator desiring to use it was unable to find that period of time when there will be no less than two trains a day passing his elevator on the main track, about 36 feet away.

Altho, to my knowledge no explosion of bisulfid has yet occurred in grain elevators, Mr. F. H. Holt of the Millers National Fire Insurance Co., relates a case in a mill at Walworth, N. Y., where the owner was spraying bisulfid from a pail behind some wheat sinks in a basement. There chanced to be an opening in the wall with some hot ashes in the boiler room on the other side. After the explosion which followed Mr. Blyth, the owner, was dragged out by his two sons, who, with other help, put out the fire. When a policyholder introduces this

When a policyholder introduces this extra hazard into his elevator without first obtaining the consent of the insurance company he voids his policy, as per lines 22 to 27 of the policy contract.

The Mutual Fire Prevention Buro recommends instead the use of steam heat

or cyanide of potassium gas, the cyanide to be used with due regard to its poisonous character and only where the steam heating arrangement is impracticable. To use steam heat, thoroly clean the premises, remove all volatile oils, place three or four thermometers on each floor to make sure of temperature. Arrange the steam heating apparatus so that it is not in contact with wood then raise the temperature to 122 degrees Fahrenheit and continue this temperature for eight hours. This will positively kill the egg, the adult insect and the larva or worm.—I. C. King, Indianapolis, Ind.

The Proposed Carload Minimums.

Grain Dealers Journal: At the meeting of the Ohio Ass'n Nov. 16 we were asked to approve new carload minimums. These were wheat, 64,500 lbs.; corn, 64,400 lbs.; oats, 51,200 lbs.; barley, 62,400 lbs., and rye, 64,400 lbs

lbs., and rye, 64,400 lbs.

Despite a general feeling among those present that the minimums were all too high a motion was carried authorizing the chairman of the transportation comite to present them to the railroads as being satisfactory to the shippers of Ohio. It seemed at the time that the minimum on corn was especially high, but since the meeting I have concluded that 64,400 lbs. is impracticable.

A large percentage of my corn is

A large percentage of my corn is shipped to interior dealers of Ohio and Pennsylvania. It is not purchased by the large manufacturer with unlimited capital and storage space, but is taken principally by the retailer with whom large storage capacity has never been consid-

ered necessary.
I recall some years ago when the Penn-I recall some years ago when the Pennsylvania Ry, burned thousands of small capacity cars, the interior buyers raised an awful howl. The minimum now proposed, limited only by the carriers' tunnels and bridges, will be an actual hardship on most of this trade. I believe many other shippers of the state feel that this is true and would like to hear from them.—Ohio Shipper. from them.—Ohio Shipper.

Iowa Dealers Consider Corn Problems

Forty grain men and commission merchants met at the Marshalltown Club, Marshalltown, Ia., Nov. 22, to consider the best methods of handling lowa's offgrade corn this season. No new plan for

marketing the crop was decided upon, but the subject was thoroly discussed.

Distilleries and starch factories, it was found, would use much of the corn, but on the whole the market for the soft grain is restricted. It was evident that the largest profit to the farmer lies in grading his corn from the crib.

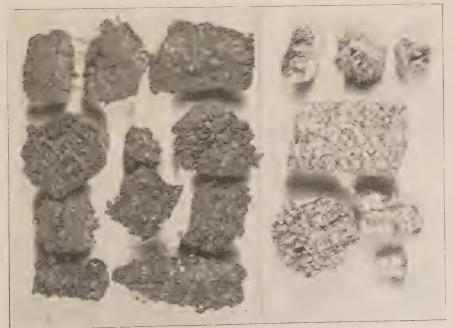
The buyers or dealers are confronted

The buyers, or dealers, are confronted with the situation that if they buy outright they must buy low enough to cover the content of moisture and the later uncertain value. Either this must be done or the corn must be bot to be paid for on grading and weights at destina-

Tho everyone present took part in the discussion it developed that no method considered would be satisfactory to all interested.

CROP OF OATS this season, at 33 lbs. per bushel, have been equaled in weight during the last 18 years only by the crop of 1912. Barley, averaging 47.4 lbs., is one pound heavier than usual.

ROUMANIAN GOVERNMENT no longer prohibits the export of grain in carload lots, this step being taken at the time the Danube was reopened to navigation. Should exports of grain from Roumania be prohibited the grain of Bulgaria would have no competition in Austrian or German markets



A .- Corn Cob for Gas Purification.

B.-Untreated Cob.

Corn Cobs for Purifying Gas.

The problem of disposing of corn cobs has been solved for the territory near Council Bluffs, Ia., by Droge Bros., who are using all the cobs they can get hold of in the manufacture of a purifier for gas. They have scoured the country for cobs and sent postal card inquiries for cobs to grain dealers in nearby territory, but are unable to fill orders for the gas purifier for the want of cobs.

Raw gas made from coal contains sul-

fur, which if not removed before piping the illuminant to the consumer, will give the cook a headache and corrode metal fixtures. To free the gas from sulfur one of the most efficient means is passing the gas thru iron oxide, which is iron that has rusted. In the unmixed condition the iron oxide is too compact and im-pervious and should be mixed thinly with a light, bulky and porous material, and for this purpose the crushed cob is ideal.

Early attempts to use cobs in gas purification were a failure, as the cobs were used whole. It is essential that the cobs be broken into pieces, not a meal, but from ¼ to 1 inch, as shown in the en-graving herewith, at B. To break up the cobs Droge Bros. use a Williams Crusher running 2,400 revolutions per minute, with all but three of the crusher bars removed, the iron top of the machine being replaced by a wooden box to let in the cobs. The machine is driven by a General Electric motor. Fine grinding of cobs requires previous drying, but for this purpose it is not necessary.

The crushed cobs are spouted to a platform in the open air, made of boards laid on the ground for shoveling over. Here they are mixed with the iron and let stand for 24 hours to two weeks, the time required for the process depending on the fineness of the iron, coarse iron taking a longer time to rust thru. Heat is developed in the process and to prevent fire a stream of water is kept constantly running on the pile.

When the rusting is complete the pile cools off and dries. It is elevated to a bin and stored for loading into cars for shipment to points as remote as Salt Lake City, Utah.

The iron must be cast iron, as wrought iron will not do. Borings and turnings are as acceptable as filings. Droge Bros. obtain their iron from the Union Pacific Railroad shops, a carload every two weeks, and their platform will hold 8,000 to 10,000 bus. of the iron and cob mixture. The finished product is stored separately from the elevator building in which their grain business is conducted.

To 14 lbs. of cobs there is added 18 to 21 or 22 lbs. of iron, and the finished product weighs about 34 lbs. per bushel. As shown at A in the engraving the finished article resembles in form and texttre the original crushed cob; but it is so completely impregnated with the iron rust that it has entirely lost its yellow white color and is a dull red. The gas companies can use this substance with economy, as when the ironed cobs have about 15 the transfer of the control of sorbed all the sulfur possible they are reviviñed and used over and over again. The Droge Elevator Co. has shipped out over 100 car loads of the gas corn.

I LIKE the Grain Dealers Journal very much.—Fred Whysong, Pleasant Lake Elvtr., Pleasant Lake, Ind.

Grain scoopers at the new Concrete Elevator, Buffalo, have established a new earning capacity, 55 of the men recently averaging \$102 for a week's work.



Reports on the movement of grain from farm to country elevator and shipmer from interior points are always welcome.

CANADA.

Ottawa, Ont., Nov. 18.—Threshing later than usual account delayed harvest and large acreage; in some places only % done. Marketing has not been heavy, as unsatisfactory prices for grain and tempting offers for all classes of live stock have induced most of the practical men to feed grain in large quantities. While much of grain in large quantities. While much of the grain is rather soft for milling pur-poses, there is enuf of first class quality on hand to meet the demand should market take an upward turn.-Dept. of Trade & Commerce.

Trade & Commerce.

Winnipeg, Man., Nov. 10.—Total amount of wheat inspected to date amounted to 108,226,900 bus.; 34,400,000 bus. in store at country points; 121,203,100 bus. in farmers hands; 8,400,000 bus. in transit not inspected; 35,000,000 bus. allowed for seed, feed and country mills; total wheat crop 186,026,900 bus.; compared with 51,483 bus. inspected to date; 20,740,000 bus. in store at country points; 30,127,000 in farmers hands; 1,725,000 in transit not inspected; 35,000,000 bus. allowed for seed, feed and 35,000,000 bus. allowed for seed, feed and country mills; total wheat crop 108,963,000 bus. by Nov. 2, 1914. Oats inspected to bus. by Nov. 2, 1914. Oats inspected to date 16,000,000 bus. and 3,400,000 bus. barley; compared with 11,142,000 bus. oats and 1,929,300 bus. by Nov. 2, 1914.—Frank O. Fowler, see'y Northwest Grain Dealers Ass'n.

Ass'n.

COLORADO.

Simla, Colo., Nov. 13.—So far have shipped 26 cars of grain this year; compared with 25 cars at this time last year; will ship 50 cars beans from this station.

—E. E. Gray, mgr. C. C. Isely Lumber

INDIANA.

Griffin, Ind., Nov. 19.—No wheat moving; farmers holding for higher prices.— H. M. Price, Price's Elvtr. & Grain Co.

Colfax, Ind., Nov. 20.—Corn husking progressing slowly; very little wheat in first hands; no oats; corn movement light; price does not suit.—C. F. Gery, mgr. Colfax Grain Co.

IOWA.

Scarville, Ia., Nov. 17.—Will have to ship in corn for feed next spring as our crop is so poor.—Axel Anderson, agt. Independent Grain & Lumber Co.

Emery sta. (Clear Lake p. o.), Ia., Oct 30.—Corn crop total failure; what was not drowned out was frozen out.—W. H. Johnson, W. H. Johnson & Co.

KANSAS.

Ruleton, Kan., Nov. 12.—About 80% wheat in farmers hands.—Henry Kaiser, agt. Goodland Equity Exchange.

agt. Goodland Equity Exchange.

Topeka, Kan., Nov. 1.—Dealers thruout state report 37% of 1915 wheat has left farmers hands; movement more free in south central and south western counties; several reporting 70% has moved; movement light over north half of state, especially in northwest.—E. J. Smiley, see'y Kansas Grain Dealers Ass'n.

MONTANA.

Savage, Mont., Nov. 10.—Threshing not all finished.—A. B. Anderson, mgr. Farmers Co-operative Ass'n.

Manhattan, Mont., Nov. 15.—Six weeks fine weather gave farmers chance to clean up 98% of threshing. Farmers selling wheat more freely; getting 78c to 82c; oats not moving freely; barley moving more freely at 90c to \$1 per 100 lbs.—Willis H. Clark Willis H. Clark.

NEBRASKA.

Omaha, Neb., Nov. 5.—First car new corn arrived today from southern Ne-

braska; graded No. 4 white; tested 18 4/5%; sold at 57c.—H. N.

NORTH DAKOTA.

Nanson, N. D., Nov. 4.—About 150,000 bus. grain has been marketed so far which bus, grain has been marketed so far white is 60% of total crop; expect 20% to be marketed this month and the other 20% during winter. This crop has put a great many farmers in good standing for another year.—O. A. Burgeson.

OHIO.

Circleville, O., Nov. 9.—Receiving from 3,000 to 5,000 bus. new corn daily.—H. S. Heffner, Heffner Mlg. Co.

Toledo, O., Nov. 6.—First car new corn from Ohio arrived today; tested 30.2% moisture; consigned to the Young Grain Co.: had to be dried before used.—N.

SOUTH DAKOTA.

Freeman, S. D., Nov. 20.—About 80% wheat and oats still in farmers hands; will not have much corn for market.—Farmers Land, Loan & Grain Co.

TEXAS.

Tuscola, Tex., Nov. 11.-Threshing sea son over in August but farmers have stored larger per cent of oats and maize for higher prices; most of this will likely move first of the year.—Holland & Balch.

WASHINGTON.

Seattle, Wash., Nov. 17.—Farmers are not selling freely on breaks, but are gradually becoming convinced that dollar wheat will not be seen this year. Carload receipts at Seattle show heavy gains as compared with last year. Receipts of wheat last year between July 1 and Nov. 1 were 3,657 cars, as against 4,250 cars this season.—D. this season .- D.

WISCONSIN.

Milwaukee, Wis., Nov. 17.—First car new corn arrived today; tested 19.4%; graded No. 4 white.

Milwaukee, Wis., Nov. 22.—First car new corn reached this market; came from Iowa; graded No. 6 mixed; tested 23% moisture.—B.

Grain Exports Heavy.

Movement of grain from Boston to Europe for the week ending Nov. 20 aggregated 409,177 bus. of wheat and 155,-000 bus. of barley.—E. J. M.

More "TRAMP" steamers are now under charter to load grain at Boston than ever before. Italy has purchased immense quantities, and eight steamers have been chartered to load grain for the Mediter-ranean.—E. J. M.

British steamer Cardonia has cleared at Seattle for Queenstown with 120,000 bus, of wheat and the steamer Minnesota has left for Liverpool with 242,778 bus., said to be the largest cargo of wheat ever leaving a north Pacific port on one vessel.—D.

STEAMER TELESFORA has cleared at Galveston for Manchester with the first full cargo of corn exported from that port in three years. The vessel carried bus., and the cargo is that to be the forerunner of a heavy export movement of corn from Galveston later in the sea-

RECENT CLEARANCES of grain at Philadelphia for foreign ports are the Bronze Wiorg, 101,000 bus. wheat for Mancheswiorg, 101,000 bus, wheat for Manchester; Frazer River, 109,000 bus, wheat for Glasgow; Marie Suzanna, 157,000 bus, wheat for Cork; Millicent Knight, 185,000 bus, wheat for Genoa; Tenegra, 174,000 bus, wheat for Catania, and the Wearwood, 181,000 bus, wheat for Ipswich.

GRAIN EXPORTERS of the Pacific Northwest are reported as uniting to war against foreign ship owners who continue to charge more money for freight space from that section than has been charged heretofore. It is alleged the rates from the Pacific Northwest on grain for Eu-rope are higher than those charged any other grain shipping section of the world.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Frisco 32593 moving north on Frisco local was leaking corn Nov. 20 at Miami, Okla.—Miami Flour & Feed Co.

L. S. & M. S. 64339, loaded with wheat, was derailed Nov. 20 at Hinsdale, Mass. Car was leaking at end thru matched siding.—Carl A. Pierce.

M. C. A-47066 was set out at Terry, Mont., Nov. 10, leaking wheat badly at side where sill was split. Transferred to S. P. 88408.—Fred P. Kinyon, agt. Wm. O'Loughlin Elvtr.

N. H. 70738 passed thru Ambia, Ind., Nov. 17, on train No. 64, leaking yellow corn at end.—Ambia Grain Co.

N. Y. N. H. & H. 91943 was set out at Utica, S. D., Nov. 13, leaking oats at the rate of 500 bus. per hour. The station agt. and myself stuffed hay and nailed boards to stop the leak. Oats will have to be transferred to another car.—Ed Koenig, Koenig Elvtr. Co.

N. P. 3149 passed thru Fort Rice, N. Nov. 10, leaking wheat near door.—F. Dettloff, agt. Occident Elvtr. Co.

Mil. 56256 passed thru Cleveland, Minn., Nov. 3, leaking wheat badly.—V. J. Hermel, mgr. Farmers Elvtr. Co.

O. W. R. & N. 1788 passed thru Watkins, Ia., Nov. 7, on eastbound extra 1559, leaking corn at doorpost.—L. O. Eaton, mgr., Farmers Grain Co.

Wabash 60266 passed thru Milmine, Ill., Nov. 6, eastbound, leaking yellow corn at end.—Hamman Bros.

B. & O. 196134 passed thru Terry, Mont., Nov. 2, evidently loaded with grain; side door open; weight card signed by James Chittick.—Fred P. Kinyore, mgr. Wm. O'Laughlin.

C. M. & St. P. 58704 passed thru Terry, Mont, Nov. 2, evidently loaded with grain; side door open.—Fred P. Kinyore, mgr. Wm. O'Laughlin.

C. & N. W. 89382 was set out at Vayland, S. D., Oct. 29. for repairs on drawbar. Car did not show leak while here.—Agt. Huron Mlg. Co.

Exports of Grain Weekly.

Oats. 1915. 1915. 1914. 1914 July 4, '14 to July 3, '15 5,767,000 1.688 000

Total 115,935,000 129,414,000 37,570,000 26,852,000

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are

CANADA.

Winnipeg, Man., Nov. 10.—Estimated wheat acreage in Manitoba, Saskatchewan and Alberta 12,540,000 acres; yield 24.5 bus.: total estimated yield 307,230,000 bus.; oats acreage 6,621,000 acres; yield 51.2 bus.; total estimated yield 338,995,200 bus.; barley 1,153,000 acres; yield 34 bus.; total estimated yield 39,202,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Ottawa, Ont., Nov. 18.—Fall wheat and spring wheat yield considerably above average; quality ran unevenly; acreage cut unusually large; barley yield splendid; much discolored; most will be fed to stock; rye yield and quality above average; oats satisfactory; new fall wheat acreage will be about 75% of 1914; plowing delayed account heavy harvest and wet weather; soil heavier than usual; too wet for early sowing in some places; considerable sown later than usual; fields look thrifty on whole and crop promises to enter winter in vigorous shape. Corn satisfactory; some late corn caught by frost but no serious damage; general quality of buckwheat not up to average.—Dept. of Trade & Commerce.

wheat not up to average.—Dept. of Trade & Commerce.

Ottawa, Ont., Nov. 18.—Fall wheat acreage 811,158 acres; spring wheat 162,142; barley 552,318; oats 2,871,755; rye 173,736; buckwheat 193,497; peas 126,943; beans 62,863; corn for husking, 209,773 and mixed grains 475,738; compared with fall and spring wheat acreage 10,923,900 acres; barley 1,495,600; oats 10,061,500; rye 111,280; buckwheat 354,400; peas 205,950; beans 43,830; corn for husking 256,000 and mixed grains 463,300 acres for 1914. The estimated yield per acre is placed at fall wheat 30.5 bus; spring wheat 21.2; barley 36.0; oats 41.9; rye 18.5; buckwheat 22.1; peas 16.1; beans 14.0; corn for husking 70.2 and mixed grains 40.9 bus; compared with fall wheat 20.9; spring wheat 18.3 bus.; barley 31.2; oats 37.3; rye 16.7; buckwheat 24.0; peas 14.7; beans 16.3; corn for husking 80 and mixed grains 39.9 bus. for 1914. The total yield is fall wheat 24,737,011 bus.; spring wheat 3,439,349; barley 19,893,129; oats 120,217,952; rye 3,210,512; buckwheat 4,278,366; peas 2,043,049; beans 882,819; corn for husking 21,760,496 and mixed grains 19,461,609 bus.; compared with fall wheat 14,333,548 bus.; spring wheat 2,169,425; barley 18,096,754; oats 103,564,322; rye 2,315,532; buckwheat 4,251,421; peas 2,609,585; beans 835,895; corn for husking 23,232,360 and mixed grains 16,854,550 bus. for 1914.—Dept. of Trade and Commerce.

COLORADO.

Stratton, Colo., Nov. 12.—Wheat acreage about same as last year.—R. M. Farquhar, mgr. Stratton Equity Exchange.

Burlington, Colo., Nov. 12.—Wheat acreage same as last year; looks fairly well.—W. G. Meyer, mgr. Burlington Equity Exchange.

Seibert, Colo., Nov. 12.—Wheat acreage 75% of last year; looks bad account lack of rain.—R. Lowe, mgr. Farmers Equity Exchange Ass'n.

ILLINOIS.

Symerton, Ill., Nov. 23.—Corn grading

Cabery, Ill., Nov. 23.—Moisture content new corn here and at Kempton is 20 to 30%.—G.

showing moisture content 19 to 23%; estimate very little will grade below No. 4; yield will average 40 to 45 bus.; falling 15 bus helpy activate. bus. below estimate.-G.

Radom, Ill., Nov. 11.—Wheat looks bad for next year; fly got all of it.—F. Paw-lowski, mgr. Cairo Mlg. Co.

Bloomington, Ill., Nov. 23.—Corn in Mc-Lean county good quality; yield 40 bus., which is from 10 to 15 bus. below esti-mate.—G.

mate.—G.

De Kalb, Ill., Nov. 25. We do not look for a large run of corn. As husking progresses it is more disappointing and much poorer than first estimate, late returns showing a decrease of 20% from first estimate. Quality very inferior; moisture test 36 to 47%.—Christopher Derrick, mgr. Wakefield Grain Co.

INDIANA.

Griffin, Ind., Nov. 19.—Corn in entire Wabash and Ohio bottoms best quality ever seen there; yield fully 40% more than last year.—H. M. Price, Price's Elvtr. & Grain Co.

Colfax, Ind., Nov. 20.—Returns from corn husking show shortage of from 10 to 25 bus. of what was expected; quality poor; corn measured will not hold out by weight; a 40-bu. load weighs 34 to 37 bus.; considerable corn on ground that is damaged; wheat sowed about 1 acre this year to 6 acres last year; some has poor show of going thru winter.—C. F. Gery, mgr. Colfax Grain Co. fax Grain Co.

IOWA.

Laurel, Ia., Oct. 23.—If corn is sorted about 50% of it will be marketable.—H. E. Jenks, mgr. Farmers Elvtr. Co.

Scarville, Ia., Nov. 17.—Corn not fit to crib this season.—Axel Anderson, agt. Independent Grain & Lumber Co.

Malvern, Ia., Nov. 23.—Corn yield will be good; quality only fair; much soft corn that will not be merchantable.—H. L.

Emery sta. (Clear Lake p. o.), Ia., Oct 30.—Have shipped in 4 cars corn so far; will ship in lots this winter.—W. H. Johnson, W. H. Johnson & Co.

Perkins, Ia., Nov. 23.—Small grain very good; oats 40 to 50 bus.; barley 25 to 35 bus.; wheat 15 to 25 bus.; corn soft; some will be fit to shell; most being fed to hogs.—J. Eppinga, agt. Thorpe Elvtr. Co.

Buck Grove, Ia., Nov. 22.—Corn crop in serious condition; do not think any will be

marketable before cold weather sets in; practically all will be sample grade; some not marketable at all.—Paul Schoening.

Hartley, Ia., Nov. 11.—Worst corn crop here in 12 years; about 80% of farmers are turning in to about ½ of their corn fields; rain yesterday and last night bad for what is left; farmers asking where they can buy good corn.—C. H. Betts.

KANSAS.

Colby, Kan., Nov. 11.—Wheat acreage same as last year.—J. M. Kellogg.

Ellis, Kan., Nov. 10.—Wheat acreage 80% of last year.—Thos. Hays, mgr. Golden Belt Elvtr. Co.

Collyer, Kan., Nov. 10.—Wheat acreage 80% of last year.—E. M. Black, mgr. Trego County Co-operative Ass'n.

Midway. Kan., Nov. 9.—Wheat acreage 90% of last year; looks good.—Jos. Kvasnicka, mgr. Farmers Elvtr. Co.

Hays, Kan., Nov. 10.—Wheat acreage 95% of last year; looks fine.—Wm. Roennfelt, agt. Shellabarger Mill & Elvtr. Co.

Pendennis, Kan., Nov. 24.—Wheat acreage 5% larger than last year. Wheat needs rain.—Elza Perkins, agt. Pacific Elvtr. Co.

Healey, Kan., Nov. 24.—Corn average 25 bus., good quality. Wheat acreage 10% larger than last year.—S. Franks, agt. B. & C. Grain Co.

Wichita, Kan., Nov. 23.—Have fine corn crop; plenty of forage; wheat green; growing fine under favorable conditions.—Marlow Seed Co.

Wilson, Kan., Nov. 9.—Wheat fine quality; test 58 to 59 lbs.; color good; wheat acreage same as last year; looks fine.—Wilson Mig. & Elvtr. Co.

Ruleton, Kan., Nov. 12.—Wheat acreage 10% larger than last year; looks better than last year at this time.—Henry Kaiser, agt. Goodland Equity Exchange.

Bunker Hill, Kan., Nov. 9 .- Wheat acreage 95% of last year; looks fair.—G. I Kistler, agt. Ellsworth Mill & Elvtr. Co.

Modoc, Kan., Nov. 24.—Corn best ever raised, yield 50 to 75 bus.; barley good yield but grades No. 4 on account of poor color. Oats are fine, weigh 38 to 39 lbs. to the bu.—The B. & C. Grain Co.

Americus, Kan., Nov. 13.—Nearly all corn was damaged by frost; kafir will not amount to anything this year; most will be fed to cattle, stalk, heads and all.—

Bruce Carlson.

Topeka, Kan., Nov. 19.—Reports indicate greatly reduced winter wheat acreage; fully 20% or 1,900,000 bus. less; owing to continued rains during July, August and September farmers were unable to plow is reason for material reduction in eastern and middle part of state; it was expected that western counties would increase acreage, but this is not the case owing to lack of help.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

MICHIGAN.

Stanton, Mich., Nov. 20.—Crops damaged more or less by rain last season.—B. E. Cadwell.

MISSOURI.

Moberly, Mo., Nov. 14.—Crops poor this year account too much rain; weather fine.
—W. G. Curtis.

Mexico, Mo., Nov. 15.—Missouri corn crop in excess of what it has been for 2 years past and the quality is excellent with very few exceptions. South half of state never had such a corn crop as this year. Winter wheat is looking fair, a little late, very little complaint of fly or damage; acreage 25% smaller than last year.—J. A. Gunnell, sec'y Missouri Grain Dealers Ass'n. Dealers Ass'n.

MONTANA.

Savage, Mont., Nov. 10.—Had 3 inches snow this week; wheat good this year.—A. B. Anderson, mgr. Farmers Co-operative Ass'n.

Manhattan, Mont., Nov. 15.—Wheat yield 40% greater than 1914 per acre; total crop 75% more than last year; 25% graded No. 3; oats normal yield; mostly No. 3, colored; barley nearly all colored; good plump grain; light snow here now.—Willis H.

NEBRASKA.

Pauline, Neb., Nov. 19.—Wheat looking fine; farmers beginning to pick corn.—Elmer T. Jones, mgr. Pauline Grain & Sup-

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Sabina, O., Nov. 20.—Not over ½ crop of corn.—A.

St. Johns, O., Nov. 19.—Corn very poor. -Runkle Grain Co.

Circleville, O., Nov. 9.—Fine weather for curing new corn; quality much better than last year.—H. S. Heffner, Heffner Mlg.

Elyria, O., Nov. 20.—Most wheat coming in good condition; acreage very short for coming year account wet fall.—J. E. Mur-

SOUTH DAKOTA.

Freeman, S. D., Nov. 20.—Wheat and oats very good; corn will be soft.—Farmers Land, Loan & Grain Co.

New Underwood, S. D., Nov. 16.—Crops fine; wheat and oats excellent quality; will be some good corn grown here.—J. H. Borin, mgr. Farmers Elvtr. Co.

WEST VIRGINIA.

Huntington, W. Va., Nov. 24.—Corn received here about 20% moisture; hard to grind.—E. L. Fulton, foreman Gwinn Bros. Mlg. Co.

THE GRAIN ELEVATORS contracted for by the Russian Government in 1911 are rapthe Russian Government in 1911 are rapidly being completed, 21 now handling grain. The contract is for 84 plants with an aggregate capacity of 1,062,000 short tons, the elevators being located in the provinces of Orenburg, Ufa, Samara, Simbirsk, Penza, Tambo and Voronezh.

Ohio Grain Dealers Meet at Columbus

The fall meeting of the Ohio Grain Dealers Ass'n was held Nov. 16 at the Virginia Hotel, Columbus. The present moisture laden corn crop evidently is causing less worry to Ohio dealers than causing less worry to Onio dealers than is generally supposed, as the attendance was below normal. It had been hoped that several hundred would be on hand, but only 120 were registered, of which only 50% were shippers.

Pres. John Wickenberg.

ing to order at 10:30 o'clock, and took occasion in his preliminary remarks, to thank those present for the office tendered

him at the summer meeting.

Pres. Wickenhiser: When the question of a date for this meeting came up I favored as late a time as possible to give us all an opportunity to learn more concerning the present corn crop. I have found, in the sections in which I am interested, that the crop is better than we at first believed. We wish to hear from all present

all present.

Sec'y J. W. McCord, Columbus: We have a few unfinished matters which I would suggest be brot up first, with our President's permission. At Cedar Point your Sec'y was asked to request the Sec'y of Agriculture to enlarge his crop reporting system with emergency reports. I made this request of the Dep't on July 6th and received in reply a letter advis-ing that it is impractical to carry out our recommendation for such reports, owing to lack of funds. Should Congress provide an appropriation for extending the field service the Dep't of Agriculture will act upon our request immediately. But for the time being our efforts for

additional crop reports are ended. C. E. Groce, Circleville: I move that we send copies of our Cedar Point resolution to the members of Congress from

Ohio. Motion carried.
See'y McCord: The matter of demonstrating moisture testers to farmers this winter has been placed under the jurisdiction of the State University, but I understand that body has no one connected with it competent to do that work.

Pres. Wickenhiser: The University has three testers on the road for demonstration purposes but I have not heard as

straton purposes but I have not heard as yet who will demonstrate them.

It was explained, at this point, by a representative of the University, that the work would be given to "competent men, specialists in the farm crops line."

C. M. Eickenberry, Camden: The shrinkage of grain, which contains a large

amount of moisture when taken from the farmer, is important, I believe the University is making investigations along this line and I think it would be well for us to publish broadcast the result of their work. I have found that corn taken at 50c on Nov. 1, must bring 62c by July 1

owing to loss of weight.

See'y McCord: The Dee't of Agriculture has published cards showing in table form the relative value of corn in its

different moisture stages.

TRANSPORTATION

H. L. Goemann, Mansfield: As chairman of your transportation committee I appeared at Chicago recently before the Central Freight Ass'n, which heard arguments relative to increasing the minimum weights on carload shipments of grain.

I objected to the high minimums wanted by the railroads, and after threatening to take the matter before the Interstate Commerce Commission, obtained a fair hearing. It was suggested that the shippers arrive at some uniform demand as to what minimums would be satisfactory. I have called a meeting for Chicago on next Saturday for the discussion of this matter. When these new minimums are enforced they will probably stay in effect for many years, so they should now have careful consideration. I argued with the railroads at the Chicago meeting that it would be unwise to enforce any new minimums as the corn crop this year is the poorest we have ever had, but the carriers insist that with their larger equipment they can not continue the old

As a compromise I have made up the following minimums to be submitted to the railroads, and if they meet with the favor of the grain trade I feel certain we can have them adopted: Wheat, 64,500 lbs.; Corn, 64,400 lbs.; Oats, 51,200 lbs.; Barley, 62,400 lbs.; Barley and oats, 51,-200 lbs., and Rye, 64,400 lbs. The mini-

200 lbs., and Rye, 64,400 lbs. The minimum for ear corn has not yet been discussed, but it will have attention later. With the roads building cars of 100,000 lbs. capacity it is certain they will make a strong plea for increased minimums and I believe we will do well to compromise the measure with the minimums quoted.

See'y McCord: If these minimums are made effective it will be necessary for each exchange to revise its rules as to

what constitutes a carload.

Mr. Goemann: For that reason I recommend that the effective date be made July 1st. This will give the exchanges plenty of time to alter their rules.

Sec'y McCord: How about split cars, where 100 bushels of corn may be shipped with a car of cotte?

with a car of oats?

Mr. Goemann: The minimum for corn must then be complied with. But the agent of the railroad should be called to or oats in the car. The agent is forced to do this by rulings of the Interstate

Commerce Commission.

Pres. Wickenhiser: It seems to me we

will have to submit to some increase of the minimums and I think we should come to an understanding at once.

See'y McCord: Can an inspector do his work properly if a car is loaded right up to the roof? This is the way the railroads would have them loaded. It is an injustice to the buyer as well as the state. injustice to the buyer as well as the seller

to try to sample such a car.

Mr. Goemann: The weight of grain Mr. Goemann: The weight of grain varies from year to year. Oats in Wisconsin last year averaged 24 lbs., while this year they test 34 lbs., making a big difference in the loading, as with the heavier oats it is possible to get a very good sample from a car loaded to the minimum. Our figures try to take care of the light weight crops as well as the heavy. The export minimums are much higher than the domestic, but if the new figures are adopted the two will be the figures are adopted the two will be the same. This will be a big factor in your favor. The boxes of the 60,000 and 80,-000 lbs. capacity cars are the same in size, the difference being in the steel under-

Pres. Wickenhiser: Do you think, Mr. Goemann, that these are the lowest minimums the railroads will accept?

Mr. Goemann: The shippers appearing

before the Central Freight Ass'n have practically agreed to these minimums, with the exception of Milwaukee, which objects to the barley. We must agree to some advanced minimum, and these figures are lower than those submitted by the railroads.

Mr. Groce: I think even 60,000 lbs. on

corn is a great deal.

Pres. Wickenhiser: I think we should fight for a 60,000 lbs. minimum on corn.

Mr. Goemann: The railroads argue that if a dealer's plant is too small to care for the increased facilities of the carriers he should get a larger piece of property. The fact that a man is still a small dealer should not hold up every-

body else.
E. C. Eikenberry, Camden: I move that the minimum weights presented by Mr. Goemann be endorsed by this ass'n and Mr. Goemann be instructed to use his best efforts to have them adopted, with a better minimum on corn if possible. Motion carried

The meeting then adjourned until 2:00

Following the morning session Sec'y McCord announced that the Columbus grain dealers and millers had arranged a luncheon at the Victoria Hotel for the visiting dealers and millers. More than 150 enjoyed the hospitality of the hosts, after which many left for the meeting of the millers, held at another hotel. The grain men, however, returned at once to the convention hall and resumed the work of the morning.

Tuesday Afternoon Session.

Mr. E. C. Eikenberry: I move we extend the thanks of this convention to the Columbus grain trade and the millers



Pres. J. W. Wickenhiser, Toledo.

The GRAIN JOURNAL

for the splendid luncheon. Motion car-

Pres. Wickenhiser suggested the adoption of resolutions of sympathy for the dealers unable to attend the meeting owing to illness. E. C. Eikenberry was appointed chairman of a committee to draft suitable expressions of regret.

Pres. Wickenhiser: We have had much legislation on the question of sulfuring oats and recent reports are at variance regarding the outcome.

SULFURING OATS.

Mr. Goemann: A week ago the National Ass'n had a committee at Washington to confer with the Sec'y of Agriculture on the sulfuring subject, intending to take the matter out of the hands of the Buro of Chemistry. Order 145 of the Buro of Chemistry, now in effect, is rather stringent and indefinite. We are trying to have the Sec'y define what "hidden inferiority" means. His reply is "What has the dep't done in the past that you complain of?" We must answer nothing.

The ruling of the Pure Food Dep't is that we can not add moisture to oats. In sulfuring oats of 15% moisture all excess moisture must be removed after the sulfuring so that the moisture content after the sulfuring is the same as it was in the

natural state of the oats.

In the "hidden inferiority" argument we claimed that it is impossible to hide the identity of bin burned oats as the smell would be intensified in the process of sulfuring. The same is true of the damaged oats where the hull has become discolored from rains. Sulfuring those oats would turn them a dirty gray or black. But with the oats which are musty my contention is that we improve them by sulfuring. In their original state they would create sickness in a horse. In all sections of the east the sulfured oats are preferable to those in the natural state. The best No. 2 white oats today are clipped and sulfured, and I left a sample of such oats with the Sec'y of the Dep't. He was very courteous and made special inquiry as to our views on the subject so he could formulate a satisfactory reply

No moisture can be added to oats-any that is temporarily used while sulfuring must be removed. The Dep't of Agricul-ture has jurisdiction in the control of soil products as well as over all other food stuffs. When the Moss Bill becomes a law it will take this question out of the hands of the Buro of Chem-

istry.

The mixture of foreign matter with oats is another item. Nature often mixes wheat or barley with oats. Pending passage of the Moss bill the grades of grain permit 5% of such mixture with that grain. The other law will construe that as an appreciable mixture of other grains, the whole to be billed as a mixture of oats and other grain. The predominating grain must be the one billed first. In the northwest the farmers grow mixed grain purposely because they believe it has better feeding value, but handling that grain leaves the grain dealer open to criticism unless he bills it as mixed.

Sec'y McCord: What is the present status of the corn grades?

Mr. Goemann: The corn grades have been adopted by consent only and in the absence of any law enforcing those grades we can not be reached if we do not grade according to those standards. But with the passage of the Moss Bill the

Sec'y of Agriculture would have author-

ity to standardize grades of all grain. E. T. Custenborder, Sidney: Do we understand that by sulfuring we improve the food value of oats?

Mr. Goemann: That is what we

claimed at Washington.

Pres. Wickenhiser: We will turn the balance of the meeting into an informal discussion on corn. I have handled some new corn, having shelled a few carloads for short distance shipping, and it carried in good condition. It required 77 lbs. of ear corn to make 56 lbs. of Moisture content was from 24 to 28%.

John McDonald, Washington C. H.:
We have taken corn for three weeks and

it is hard to tell what the losses will be. It looks now like 73 lbs. to the bushel. Three weeks ago moisture ran 24 to 30%, but this has now been reduced to 20% Quality is good, especially in the early corn, which will be the first marketed. Many farmers are getting only half the quantity of corn they expected. Owing to storms much corn is down and this of course will not weigh.

Mr. Groce: I have handled corn for

two weeks, taking it on the basis of 50c for 70 lbs. It just shells out 56 lbs. Acreage is about an average and what corn we have taken so far is of good

D. R. Risser, Vaughnsville: Our corn is very good and with favorable weather we will have a good crop to take care of. We have found it profitable to reach the farmers thru little articles in our local papers asking the farmers to grow certain variety of corn, a yellow grain. We also talk seed selection, drying and have testing in these little articles, and have advised always the taking of enough seed for two plantings in case the first planting is lost. These articles are not restricted to corn, but cover also wheat and other I am interested in a farm mygrains. self, and spend much of my time there.

Pres. Wickenhiser: We have many farmers on our lists who are of the oldfashioned variety; they think a grain man is continually trying to DO them. If they are urged to hold their corn they dump it on the market at once, while if they are told there is a good market for the corn they will keep holding it. One of these men gave us 1,825 bus. of corn last week which had been cribbed since last November. When he put this corn in his crib he had 2,500 bus. The shrinkage was therefore 675 bus.

E. C. Bear, Hicksville: I can not speak upon the subject of corn, but would like to suggest that we try to do more for our We have been manned by an excellent body of officers, but I am afraid that those of us in the ranks have not been doing our part.

R. Martin, Pittsburg: We have had some ear corn come to Pittsburgh, and of late it has contained many soft ears. The demand has therefore fallen off and it is now offered on the Grain Exchange Moisture has run about 20%.

J. Leas, West Manchester: Our corn crop will be shorter than we expected, and I am trying to hold off buying for some time.

Geo. Stevenson, Rosewood: We are not yet over the shock of bad oats and wheat and consequently have done nothing with corn. Much of our corn is still on the ground, but it is showing improvement in quality. We will not buy it until our competitors force us to.

Fred Kile, Kileville: Corn is no betation in our territory than what are contained.

ter in our territory than wheat or oats.

The yield is about the same as last year, but it is green and sappy. When the farmers are afraid to put it in cribs without placing rails thru it, the elevator man should leave it alone.

Mr. Custenborder: Corn will run about % of an average crop and quality will be better than we expected a month ago. We will not begin buying for several

weeks

C. A. Powers, Genoa: We have taken no new corn as yet, altho I have tested some. Moisture was from 21 to 24%.

R. Grant, Pleasant Corners: I have handled no new corn and don't want to

just yet. It is too soft to handle.
G. M. North, Groveport: I have shelled a little new corn for retail purposes and it is of good quality and color. The yield is not as large as we hoped

for last summer.

J. B. Van Wagener, London: We have handled a few wagonloads, but have shelled none, as it is not in condition.

E. O. Teegardin, Duvall: My competitor, Mr. Groce, has been doing all of the handless in cut town as he would be

business in our town, so he could no doubt tell you more about the new corn than I. But I would like to find out about the weight of wagonloads this year as compared with last season. I don't believe they weigh out this year. Or per-haps something is wrong with my scales. Mr. McDonald: We have made many comparisons of weights this year as com-

pared with last, and find them short this year from two to five bushels due to shriveled ears. Often farmers, knowing we operate a drier, let the grain absorb as much moisture as possible to increase the weight before selling to us.

A. M. Daugherty, Derby: Yesterday was my first day at handling new corn and it ran 21% in moisture.

Mr. Pollock: We have a 60% crop of corn, but it is chaffy in quality and will not weigh out, lacking the fullness of the not weigh out, lacking the fullness of the kernels. The oats crop was very discouraging; I have not handled such a poor crop in 16 years. Wheat was also poor. Every station in Van Wert County has lost 60 carloads of oats. In our vicinity we are bothered with scoop shovelers in addition to our other troubles. Formerly we had good live local meetings, but now we do not get together, and the result is we do not get together, and the result is noted in our business. Long & Marshall, and the Convoy Equity Exchange are the only regular dealers in Convoy, a nearby station.



Sec'y J. W. McCord, Columbus.

FARMERS AND THE MARKET LETTER.

Mr. Groce: The farmer who was once in the grain business is the worst man we have to contend with, and if he is sent the daily market letters of receivers he shows the information to all his farmer friends. This creates dissatisfaction.

Mr. Eikenberry: We are not bothered

with scoop shovelers, but we have many farmers who speculate and these men are supplied direct with daily market letters. I have no objection to them obtaining these letters. The scooper must be met in some way other than thru the ass'n. He never shows up until there is an opening for him in a locality and the local dealers must get rid of him themselves. If we pay 50c a bushel for all corn, regardless of grade, we do a dishonest deed, just as well as the farmer who sells you more moisture in his corn

than some other farmer.

Mr. Custenborder: We have several farmers who get daily market letters from various firms, and I am glad they get them. They frequently ask how we can pay so much for grain. If they think, from the margin shown by the letters that the profits are too large explain ters, that the profits are too large explain to them a few of the things entering into the cost of handling. We are the men to blame, not those who send out the letters. The letters show also for what grade of grain the best prices are being paid. the farmer raises any objection we have

an excellent argument as to why he should raise better grain.

J. L. Cochrun, Field Agent, U. S. Buro of Crop Estimates, Columbus: The official mouthpiece of the Buro of Crop Estimates. mates is the monthly crop report. Nov. 1 crop report was made up from the reports of 2,300 individual sources in the state of which 1,600 are active farmers and the remainder either grain dealers or millers. We try to make it just as unbiased as possible. We are constantly trying to extend the system, adding selected men.

Mr. Cochrun went into detail concerning the last report of the Buro, showing how the percentages shown were arrived

Resolutions deploring the absence members on the sick list, especially Willis Jones of Mt. Sterling and J. S. Dewey of Blanchester, were read by Mr. Eikenberry, following which the convention ad-

Convention Notes.

H. E. Elgert, rep't'g J. A. Manger & was the sole representative from F. W. Blazy, F. W. Davidson and W. H. Davis represented Cleveland. H. T. Burns, Buffalo, N. Y., was the

only receiver present from that busy mar-

O. Garver, Columbus, handled the registration meanwhile preaching the gospel of mutual insurance.

Cincinnati was represented by E. A. Fitzgerald; R. H. Brown; H. M. Brouse, rep't'g The Gale Bros. Co., and C. S.

C. G. Hammond, pres. and treas., and A. S. Garman, Ohio Representative, were

on hand for the Huntley Mfg. Co.
J. L. Cochrun, Field Agent, Buro of
Crop Estimates, Columbus, represented
the United States Dep't of Agriculture.

The Ohio State University distributed souvenir buttons as reminders of Farmers Week to be celebrated at Columbus

and 31 to Feb. 4.

Pittsburg sent G. C. Jaeger, Rend Martin, John Dickson, R. A. Sheets, W. C. Hodill, and J. A. Geidel.

Fred Mayer of J. F. Zahm & Co., Toledo, was slated for a paper at the millers' meeting, held in a nearby hotel. Between the two conventions he was a busy man.

Toledo's delegation consisted of Fred Mayer and "Bill" Cummings of J. F. Zahm & Co.; John Wickenhiser, of John Wickenhiser & Co.; E. L. Southworth, of Southworth & Co.; L. A. Mennell and A. Guitteau.

J. J. MacEwen, Traveling Freight Agent of the Western Maryland Ry., passed out illustrations showing the com pany's new elevator which will be ready to handle grain at Baltimore next month

to handle grain at Baltimore next month.

Among the Ohio shippers present were:
J. M. Armacost, New Hope; E. C. Bear,
Hicksville; A. C. Brown, St. Paris; E. M.
Crowe, Piqua; E. T. Custenborder, Sidney; H. G. Dehring, Curtice; R. A.
Deeds, Lancaster; C. M. and E. C. Eikenberry, Camden; C. E. Groce, Circleville;
H. L. Goemann, Mansfield; E. A. Grubbs,
Greenville; H. S. Heffner, Circleville;
W. Jay, St. Marys; Fred Kile, Kileville;
Jesse Lewis, St. Paris; Wm. Myers, Lockbourne; G. M. North, Groveport; E. G.
Odenweller, Ottoville; H. G. Pollock,
Middle Point; C. A. Powers, Genoa;
T. J. Pilliod, Swanton; D. R. Risser,
Vaughnsville; S. L. Rice, Metamora; E.
O. Teegardin, Duvall, and J. B. Van
Wagener, London. Wagener, London.

Passage of the Moss Grain Grades Act is expected shortly after the fall session of Congress convenes on Dec. 6, as Congressman Moss promises to re-introduce the measure at the first opportunity.

Feed Control Officials Meet.

The Ass'n of Feed Control Officials met at Washington, D. C., Nov. 18 and

John C. Reid, St. Louis, Mo., chairman of the board of directors, American Feed Manufacturers' Ass'n, addressed the convention on the first day, his subject being "Progress." Mr. Reid urged the Feed Control Officials to work for unique of the convention of the control of the form feed laws in all states, and deplored the fact that little progress has been made along those lines within the last

Other addresses were "The Acidity of Corn," by G. W. Baston, Buro of Plant Industry, Dep't of Agriculture; "Computation of Dairy Rations by the Net Energy Standard," by Prof. F. S. Putney, Pennsylvania State College, and "Feeding Beef Cattle," by W. F. Ward, Buro of Animal Industry, Dep't of Agriculture. On Friday Phillip H. Smith, subsequently elected see'y, displayed a sample of meal made from city garbage. This meal, according to Mr. Smith, is considered an important ingredient as a body

meal, according to Mr. Smith, is considered an important ingredient as a body for livestock feed. He said that glass and other material of no feeding value are removed from the garbage as it arrives at the plant, after which the oil is extracted and sterilized, being later ground with other ingredients into a meal.

Election of officers resulted as follows:

Election of officers resulted as follows R. E. Stallings, Atlanta, Ga., pres.; S. K. Johnson, Columbus, O., vice pres.; P. H. Smith, Amherst, Mass., sec'y; J. W. Kellogg, Harrisburg, Pa., chairman executive com'ite.

MILLERS of Chapman, Kan., who have been soliciting farmers for their wheat, have now suffered so many losses that they are more careful about the grain purchased. The farmers, knowing how anxious the buvers were to get the wheat, are reported as filling their wagens with musty and burned wheat spreadons with musty and burned wheat, spread ing a thin layer of good grain over the top of the load. These loads would then be hauled into Chapman and delivered to the miller offering the highest price.

Sowing seed too thickly was the charge Sowing seed too thickly was the charge recently placed against eight German farmers, tried in the Potsdam Criminal Court. The minimum fine of three marks was imposed against each on the ground that 37½ lbs. per morgen, or 3/5 acre, is the limit permitted, whereas they had sown 110 lbs. The excuse that the excessive amount was used only on swampy land had no bearing with the court. They also proved that seed sown on that land was frequently eaten by pheasants from an adjoining estate. pheasants from an adjoining estate.



Wreck of the Bell Elevator at Zyba, Kan., Showing Grain Exposed to the Elements. [See facing page.]

Tornado Wrecks Kansas Plants.

Four grain storage plants and mills at Great Bend, Kan., together with the electric light plant and 101 dwellings, were completely demolished on Nov. 10 by a tornado which swooped down upon the little city at 7:30 o'clock in the evening, shortly after the night shift at the mills had started work.

These plants, three of which are shown in the engraving reproduced herewith, were the property of Moses Bros., the Hulmes Mill Co., the Walnut Creek Mill Co. and the Rock Mill & Elevator Co., and all were in the midst of a busy season of activity. For this reason the loss is vastly greater than is shown by the destruction of the mills and storage build-

Fifteen cars loaded with wheat and flour, standing on tracks alongside of the destroyed buildings, were lifted from the rails and their contents strewn over a mile of territory. The tornado traveled in a narrow path, dealing out death and destruction in some instances on one side of a street, while the opposite side was untouched. The loss to property alone will reach \$1,500,000 in Great Bend and nearly as much more in surrounding territory and villages. The toll in human life was five men and one woman, two of the men being employed in the Moses mill. One of the dead, W. W. Hale, was found under a 20-foot pile of brick and the other, Jacob Imel, died the following

day from internal injuries.

Between the Moses and Walnut Creek mills are many frame dwellings, but the tornado swerved around these without disturbing a shingle. The large five-story building of Moses Bros, was crumpled as tho made of paper, while the smokestack of the engine house was not molested. The tornado performed many other apparently unexplainable freaks, the most peculiar of which was the transportation of a check. This had been made out at one of the mills in payment of a carload of wheat, placed in an envelope and stamped. The following day it was found in a cornfield at Glasco, more than 100 miles distant. The wind is estimated to have reached a velocity of 100 miles per hour and many sections of the mill buildings were carried several miles

The Walnut Creek mill was within fifteen feet of a large steel storage tank filled with wheat, and this tank, with its outside elevator leg, was left intact, the steel sides and roof not even being dented. Tho none of the buildings destroyed were of fireproof construction no loss by fire has been reported, due possibly to the heavy fall of rain following the wind. All of the machinery in the four mills was completely destroyed, being crushed and twisted into shapeless masses.

This event brot out, perhaps stronger than ever before, the value of insurance. One of the plants, the loss of which is estimated at \$41,000, was uninsured tho the owner is said to have been offered insurance at the low rate of 75c per \$100 for a period of five years. Another plant, that of Moses Bros., where the loss is estimated at \$43,500, carried tornado insurance of \$40,000, half in the Millers National and the balance in stock companies. The loss was not reported to the mutual company, by reason of destroyed telegrafing systems, until Nov. 12, but immediately upon receipt of the information the company started an adjuster for Great Bend. Less than 10 days later the Millers National received Moses Bros.' letter acknowledging receipt of draft in settlement.

The plants destroyed will be rebuilt, and the Rock Mill & Elevator Co. has already contracted with the White Star Co. for a new building.

The tornado is reported as having entered the town from the south, destroying much ranch property, before entering Great Bend. After completing its destructive work at Great Bend the funnel continued to the east, gaining momentum on the wide stretches of prairie, and leveling many farm dwellings and barns.

Whether the same storm reached Zyba, Kan., is not known, but almost simultaneously with the Great Bend disaster that little town was completely wiped out, not a board of any of the houses being left to signify the previous location of a town. Stores, dwellings, railroad depot, a blacksmith shop, wagons and the bridge across the Ninnescah River completely disappeared. The grain elevator at Zyba, owned by Thomas Bell, Peck, Kan., was carried away with the rest of the town.

R. H. Thorburn, a former member of the Chicago Board of Trade, has filed suit against the estate of John W. Gates and his son, Charles G. Gates, for \$2,130,000, alleging that in July, 1902, they engineered a "corner" in corn at Chicago, a violation of the Sherman Anti-Trust

Crop Improvement.

For the best corn grown in the District of Columbia the local Chamber of Commerce is offering \$50 in prizes.—P.

Champion corn growers of California were recently entertained at Washington, D. C., by Senator Works of that state. P.

The Crop Improvement Com'Ite, Chicago, has arranged to conduct advertising campaigns for country grain dealers, bankers or millers who wish to present bigger yield arguments to the farmers. Bert Ball, see'y of the Com'ite, is prepared to offer suggestions as to the most suitable copy, and if desired will handle an entire campaign for reaching grain growers. The Com'ite makes no charge for this service, and has received many requests for the assistance offered. When the grain dealer argues with the farmer for a bigger yield the grower at once believes it is a purely selfish motive which prompts the dealer's remarks and so he pays little attention, while if a better grain, commanding a higher price, is recommended he is more likely to give heed. Mr. Ball has many new ideas for interesting the growers along this line and is offering his service to interested readers of the Journal.



Remains of the Great Bend Mills and Grain Storage Buildings. No. 1, Walnut Creek Mlg. Co.; No. 2, Moses Bros.; and No. 3, The Hulmes Mlg. Co. [See facing page.]

St. Joseph, Mo., a Grain Market.

Dating back to the time that the river was the only artery of commerce, St. Joseph, Mo., has enjoyed an established position as a merchandise jobbing center. All of the western trunk line railroads have found it desirable to have direct connection with St. Joseph, and their own rails have been laid into the city by the Santa Fe, Burlington, Rock Island, Missouri-Pacific and St. Joseph & Grand Island, with a combined mileage of 34,906. All of these lines are belted by the St. All of these lines are belted by the St. Joseph Union Terminal Railroad, which serves a large number of industries. All railroad freight stations are reached over level, well paved streets and the city has three terminal or switching railroads. As a grain market St. Joseph has been greatly strengthened by the organization of the St. Joseph Grain Exchange, and more recently, by the completion of the St. Joseph Public Elevator.

The officers of the Grain Exchange are

St. Joseph Public Elevator.

The officers of the Grain Exchange are men active and experienced in the grain trade. J. W. Craver is pres., F. R. Warrick, vice pres.; J. L. Frederick, treas.; John M. Flynn, sec'y: A. J. Brunswig, M. F. Fogarty, T. P. Gordon, A. C. Muench, R. R. Clark, J. W. Dailey, H. L. Dannen, Fred Frederick and S. A. Pentre directors

J. W. Craver, pres., was unanimously elected to that office. He has had a wide experience in his line of endeavor and lends a great deal of weight and dignity to the position he now holds in this marginal to the position he now holds in this marginal transfer. ket. He is treas and sales manager of the Aunt Jemima Mills Co., and largely thru his efforts this company has built

J. W. Craver, St. Joseph, Mo., Pres. Grain Exchange.

up a wonderful business and has a nation-wide sale for its products, Aunt Jemima Pancake Flour being thoroly es-tablished thruout the United States. Mr.

Craver is a hard worker for the grain interests of St. Joseph.

J. M. Flynn, see'y of the Grain Exchange, is in the grain brokerage business at St. Joseph, and has had 12 or 15 years' experience in the grain business at this city and Kansas City, having been a member of the Kansas City Board of Trade for 9 years. Portraits of the pres. and

The St. Joseph market has transfer facilities for 200,000 bus. of grain per day; up-to-date storage capacity for 2,000,000 bus., and a daily milling capacity of 3,000 barrels. This business is certain to grow as the two new elevators have been built and are operated as public houses to be used by all dealers on equal terms for the benefit of shippers, instead of being operated privately. The Burlington Public Elevator has a capacity of 500,000 bus., and modern fireproof tank storage. The Elwood Elevator, operated by the Elwood Grain Co., has a capacity of 500,000 bus. The St. Joseph Public Elevator has

been constructed to take care of customers desiring special binning and mixing to meet the requirements of the milling trade. The building is of reinforced concrete construction, having a capacity of 500,000 bus., in 18 tanks of 23 ft. inside diameter and 8 interstice bins. Three of the tanks have a continuous working floor located approximately 4 ft. above the base of rail and two of the of rail, and two of these tanks are extended vertically above the roof of storage house to contain a machinery floor, garners and two 2,000-bu. scales.

The working house is in two units, one unit having a receiving leg of 6,000 bus. per hour capacity, cleaning leg of 3,000 bus. capacity, automatic power shovel, cleaner and clipper of 2,500 and 1,500 bus. capacity made by the Invincible Grain Cleaner Co., and double car puller for service on two tracks. The second unit contains corresponding garner and scales and a shipping leg of 6,000 bus. capacity. The handling capacity is 80 cars per day of 10 hours, unloading 30 while loading out 40 to 50. The cars are unloaded at

two grain receiving sinks.

In a separate fireproof building is a continuous feed allis Drier of 1,000 bus, capacity, served by its own elevator leg, from which grain is spouted back into the elevator. The building is of steel, and the windows of the elevator have metal sash and frame.

sash and frame.

All machinery is operated by electric motors. An electric thermometer system enables the company to report to customers the temperature of grain in store in any bin at any depth. Located on the tracks of the Union Terminal Railway Co., the elevator has the best connections with all lines entering St. Joseph.

The house will be operated as a strictly public elevator for large and small accounts, the operating company, the St. Joseph Public Elevator Co., not being engaged in the grain business. The officers of the company are J. L. Frederick, pres., and Robert E. Hastings, vice pres.

Rates for storage or service in the new elevator are reasonable, as shown by the iollowing schedule:

Wheat, corn, oats, rye and barley, first 20 days, 34 cent per bushel or part thereof, and 1/40 cent per bushel for each subsequent day.

The charge for mixing grain will be not to exceed 1/4 cent per bushel.

The charge for turning grain will be 1/8

cent per bushel each time.

The charge for cleaning grain will be 4 cent per bushel.

The charge for clienter will be 1.

The charge for clipping grain will be cent per bushel.

The charge for drying grain will be based on the moisture content and condition of the grain when it arrives at the elevator.

The charge for elevation of grain will

1/4 cent per bushel.

All grain and seeds will be handled at owner's risk of loss, damage or shrinkage, in or by transferring, turning, cleaning, clipping, mixing, drying, bleaching, fire, water or the elements.

SHIPS of 1,773,469 tons have been destroyed during the war, and the suspension of new construction brings the present shortage up to 4,018,374 tons, according to the Society for the Development of American Shipping, which existing ship-yards can not replace in years. The Society in a recent pamphlet names 27 British shipping companies which have earned large dividends without any government aid whatever, and argues that the citizens of the United States should engage in shipbuilding and operation. This could be accomplished if the rate of wages in foreign shipyards and the regulations of operation under foreign flags could be raised to the United States standard. The war already is having some effect in this direction, Norwegian shipmasters having this year placed orders for the construction of steamers in the United States yards.



John M. Flynn, St. Joseph, Mo., Sec'y Grain Exchange

War Affecting the Grain Trade.

Insertion of a clause in all ocean Bs/L is proposed which will give the British ship owner power to refuse liability for freight contracts if and when called upon to do so by the British Government.

Suez Canal has been closed by the British Government for military reasons, meaning months of delay in the transportation of wheat, rubber, tea, and tin from India and Ceylon.

GREAT BRITAIN has announced that vessels arriving at British ports with American wheat will be exempt from requisition for military purposes providing contract or charter was signed before noon of Nov. 5, and loaded by Dec. 15. Such vessels will be free to start another voyage after the cargo is discharged.

Government of India has found it necessary to extend its embargo on exports of wheat until March 31, 1916, permitting only such exports as will approximately equal the tonnage shipped out during the season of 1913-14. What exports are permitted will be made thru Karachi, Calcutta and Bombay.—Consul Gen'l James H. Smith, Calcutta.

Excessive freight on grain to Europe is discouraged by the British Government acting on information from shippers in America. When an exorbitant rate is demanded the government promptly requisitions the ship at a lower rate.

Greek steamers having been detained in British ports and a blockade of Greek ports being threatened the prospects of delay or seizure of grain in Greek vessels is so likely that American shippers have discontinued loading grain into Greek ships.

Endeavoring to learn if the C. F. & G. W. Eddy, Inc., Boston, Mass., has delivered wheat to any neutral country since the beginning of the European war, Behrendt & Bodenheimer, Hamburg, Germany, have filed in the Superior Court 147 interrogatories to be answered by the Eddy Co.

Japanese Government has established society consisting of 70 members to regulate the price of rice. The society comprises many business men from Tokyo, Osaka and Kobe, and ten members each of the House of Peers and the House of Representatives. They met for the first

time on Oct. 20 to discuss means of regulating the price.—Consul Gen'l Geo. H. Scidmore, Yokohama.

Australian Government has arranged for the chartering of steamers for the transportation of wheat with two prominent Australian firms. These concerns are to be remunerated with a commission of 1¼%. The commission bears no charge, regardless of freight paid, beyond a maximum of 8c per ton, but shippers will be charged a chartering commission of 5%, to reimburse any expenditure incurred by the Government.

The requisitioning of a ship by a foreign government has been found by the federal district court of New York as sufficient excuse for a breach of contract, providing the ship was specified in the grain contract. The action in which the decision was rendered was brot by James Carruthers & Co., Ltd., and the vessel in the controversy was requisitioned by Greece. If no vessel is specified in the contract between exporter and foreign buyer, the requisitioning of the ship which exporter intended to use does not excuse him from carrying out his contract.



New 500,000-bu. Concrete Elevator of St. Joseph Public Elevator Co., at St. Joseph, Mo. [See facing page.]

A New Terminal Elevator at Glasgow, Scotland.

In an effort to lower the high cost of Trustees of Glasgow five years ago began plans for a terminal elevator of large capacity to be located on the Firth of Clyde. This house, with a capacity of over 1,000,000 bus., has just been completed and is called the Meadowside Granary.

The building occupies 312 feet along the Meadowside Quay at Partick, just out of Glasgow, is 72 feet wide and 160 feet high. It is divided into two principal sections, 168 feet of the length being devoted to bin storage and the remaining 144 feet to floor storage of sacked damaged grain, especially corn for distil-

The part devoted to bin storage is divided into 150 square bins, 38 of which are 102 feet deep and the balance 84 feet. The deeper bins are 12 feet square and the others are 6x3 feet. The floor storage portion of the plant provides storage on 11 floors, either for bulk or sacked grain, to a depth of $5\frac{1}{2}$ feet. Here may be stored not only the grain which is received at the elevator in sacks, but that which arrives in bulk to be sacked for later local consumption.

HANDLING OF BULK GRAIN from hold of the vessel until spouted into the bin is very similar to the systems employed in the larger elevators of North America. Two marine towers, electrically operated, each with 10,000 bus. per hour unloading capacity, are set in grooved rails so they may be moved along the dock to any point within the length of the elevator. Each tower has a pivotally mounted boom balanced across its top. One end of the boom, or girder, holds in an upright position a continuous bucket elevator which may be lowered into the hold of a vessel. To balance the weight of this marine leg the other end of the girder, which is more than 80 feet long, contains 24 tons of concrete ballast. The girder, including ballast, was elevated to its present position

From the head of either marine leg the grain is spouted into its tower, where it is weighed over 5,000-lb. capacity automatic scales. After weighing it is spouted to a tunnel running parallel with shipside the full length of the dock. Two belt conveyors are operated in this tun-

nel, one from either end and both terminating at a point opposite the middle of the elevator, where a third belt conveyor, running at right angles to the first two, receives the grain. The last mentioned conveyor carries the grain under a large package freight shed to a receiving hopper in the elevator building. Thus grain may be unloaded at any point along the dock, be spouted thru openings in the wharf on to the dock tunnel conveyor, and transferred to the second tunnel conveyor which carries it into the building. From that point the grain is hoisted by three elevator legs to the cupola, where it is again transferred to belts.

THE CUPOLA BELT CONVEY-ORS, of which there are two for each side of the house, are arranged somewhat similar to those in the dock tunnel, except that whereas the belts in the tunnel carry the grain towards the center, the cupola conveyors carry the grain from the center towards the ends of the building, on one side depositing to spouts leading to any of the bins, and on the other side depositing to spouts or chutes leading to floor storage.

An ingenious device has been arranged to prevent the accidental accumulation of grain should one of these many conveyors be suddenly put out of order. If any conveyor ceased to operate all other conveyors between that and the vessel would also be stopped automatically, and no further unloading could be done until the trouble was remedied.

WEIGHING AND SACKING.-The bulk grain, spouted into the different bins at the twelfth floor, is drawn out on the second, or scale floor. Here 24 portable automatic scale and sacking machines of 500 lbs. capacity each, weigh and bag the grain as it is drawn, each machine being adaptable to any bin desired. If the grain is to be moved for cooling purposes only it is spouted from the scale floor to the basement of the elevator, where an auxiliary leg hoists it to the ninth floor, discharging into the hopper of a 3,000-lb, capacity automatic scale. This auxiliary leg extends the full height of the building, and, if desired, can be made to supplement the main legs handling grain from the dock.

When the bulk grain has been sacked and weighed on the second floor it is delivered by a system of chutes to the ground floor for loading, unless intended for storage in the warehouse. Three railway tracks extend thru the length of

the building with wide freight platforms along both sides of each track. tracks are placed at a small pitch so that when a car is loaded, when the brake is released, it moves by gravity out of the building and on to an electrically operated platform. This transfers the loaded cars to a series of switch tracks alongside of the building, where they are made up into trains.

Delivery of the sacked grain is made to the freight platforms mentioned by chute and each sack is held with a spring device at just the hight of a man's shoul-der from the platform. Thus the freight handlers have very little stooping to do while working. Very little grain is shipped from Glasgow in bulk, but when this is desired the grain is spouted from the scale floor direct to the railroad cars. What grain is wanted for consumption in and adjacent to Glasgow is delivered in sacks to carts along the outside of the building in very much the same manner as the rail grain is delivered to the platform inside the elevator.

NO CLEANERS are used in the entire plant, the Clyde Trustees leaving this branch of the work to the manufacturers, who seem perfectly willing to do it. An excellent system of dust collectors extends thruout the plant, including the many tunnel conveyors. The dust colmany tunnel conveyors. The dust collected is packed in bags in the dust house and sold to feed manufacturers.

HANDLING SACKED GRAIN.-Many cargoes of sacked grain are re-ceived, requiring entirely different handling facilities than those used for bulk. Two inclined band conveyors, each capable of handling 500 sacks per hour, are provided at the extreme ends of the floor storage section. These lead from the outer edge of the freight shed, between the dock and the elevator, upward at a slight angle, and join the building at the sixth floor. Each bag conveyor is operated inside of a steel gantry.

A sack on entering the building at the

sixth floor, regardless of from which gantry it emerges, is delivered to another belt conveyor running along the length of the floor storage section. That conveyor distributes the sacks on the sixth floor to patent chutes for delivery to any floor below the sixth. If a sack is desired on a floor above the sixth a continuation of one of the entry conveyors carries it to the twelfth floor, where a horizontal conveyor, similar to that on sixth floor, distributes to patent



Meadowside Granary from the Clyde, Showing Two Movable Marine Towers, Package Freight Shed, and Elevator in Background,



Marine Tower in Operation, Showing 80-ft. Girder, Marine Leg and Spout to Scales. Operation Is Controlled from Small Cabin Shown at Side of Tower.

chutes for delivery between the twelfth

and sixth floors.

These patent chutes thus permit the sacked grain to be delivered for storage to any floor or it can be transferred from storage floors to the first, or sack weighing floor, from which it is loaded thru wall chutes into carts outside the build-ing or to the railway loading platforms

BRICK CONSTRUCTION has been used thruout the floor storage section, with cast iron columns, rolled steel joists and concrete floors. The outside walls of the bin section and division walls of the bins are of reinforced concrete, with a facing of 9-inch brickwork outside. The plant was designed and construction superintended by Spencer & Co., Ltd.

METHODS of determining weights per bushel are described by H. H. Love in the Jour. Amer. Soc. Agron, No. 3, 1915, presenting data showing that by the use of a machine invented by H. W. Teeter it is possible to make comparable all weight per bushel results.

GOVERNMENT of New Zealand lost \$500,000 last summer by its purchase of 1,000,000 bus, of Canadian wheat at \$1.50 per bu. Believing that its own crops would be below normal the Government requested delivery of 100,000 bus., and asked that the remainder be held in Montreal elevators. New Zealand's yield of wheat was better than anticipated and as a result the 900,000 bus. of high-priced grain is still awaiting forwarding orders. The price of wheat in New Zealand has meanwhile dropped owing to the big crops, while ocean freight rates have ad-

Meeting National Industrial Traffic League.

The 9th annual meeting of the National Industrial Traffic League was held Nov. 17-18 at the Congress Hotel, Chicago, with nearly 200 members present and H.

With nearly 200 members present and H. G. Wilson of Toledo presiding.

The special com'ite on merchant marine brot in a report that "support should be given to a plan for a government owned or financed marine. In the event of a government-financed but privately operated marine, the leasing should be on such terms as would provide for the amortization of the government invest-

Mr. F. B. Montgomery, of the com'ite: Mr. F. B. Montgomery, of the commer. The steamships operating to South Africa, to South America, to Australia, to the Baltic, to France, or to the whole territory, are all in conference among themselves as to rates and classes and regulations. And those of us who are particularly familiar with it feel that the many restrictions that are now on the ocean Bs/L are absolutely rotten. They just simply take your freight and collect your money and say "maybe we will de-liver this, but if for any reason our cap-tain feels that we should not deliver it at the final port that you consigned it to we will deliver it somewhere else and you will take delivery." Therefore we feel that this situation should be dealt with in The com'ite's report was this way. adopted.

The legislative com'ite of the League voted to recommend that no action be taken at the present time on the right of appeal from negative orders of the Interstate Commerce Commission.

McVann: If the Commission Mr should make a decision contrary to the

evidence that would be ground for an appeal.

Ass't Sec'y Chindblom read the following report by J. C. Lincoln, chairman of the Com'ite on Car Demurrage and Stor-

Interpretation of Average Agreement.

ment.

The American Ry. Ass'n reports that there is some difficulty in the application of the demurrage rules to cars delivered to a drayage company or storage warehouse who are operating under average agreements.

In dealing with such a situation the Interstate Commerce Commission has issued the following conference rulings:

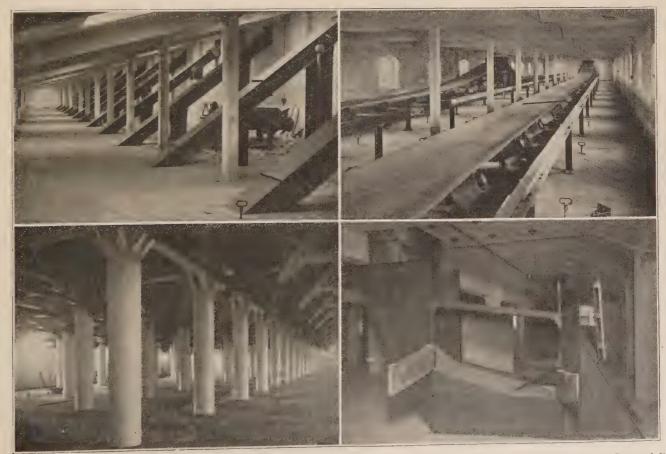
"Application of Average Agreement Under Uniform Demurrage Rules: No average agreement made under the uniform demurrage rules may properly combine in one account the cars of more than one consignee; each average agreement must cover the business of one consignee only. Demurrage agreements may not lawfully be made with draymen or with public elevators serving various consignees.

"This rule is not intended to prohibit the application of the average agreement at a public elevator or warehouse so far as it applies to cars consigned to the elevator or warehouse company."

"Application of the Average Agreement under Uniform Demurrage Rules: A storage warehouse company which is specifically designated as the consignee of carloads of miscellaneous freight, the property of others, and which company is responsible for the unloading and for the detention of cars so received, may be made the subject of the average demurrage rule. Cars arriving otherwise consigned and afterwards ordered to the warehouse for storage may not be included under the average agreement with the warehouse company."

In order that there may be no misunderstanding in the matter of the enforcement and application of the rule, and

company."
In order that there may be no misunderstanding in the matter of the enforcement and application of the rule, and predicated upon the rulings made by the Interstate Commerce Commission, the following interpretation has been proposed:
"A drayage company or a storage warehouse company is designated as the con-



eft: Bin floor, showing spouting from cupola. Upper right: Two of the four belt conveyors in cupola: Bagging floor, on which is operated 24 portable weighing and bagging machines; view shows bottom of Lower right: Patent sack chute for bagged grain.

signee of carloads of freight, the property of others. It is responsible for the unloading and detention of these cars.

"Question—May the cars so consigned be included in an average agreement with the drayage or storage warehouse company?

"Answer—Yes. But cars arriving otherwise consigned and afterward ordered delivered to the drayage or storage warehouse company may not be included in the average agreement."

The adoption of this proposed interpretation has been approved by your Committee on Car Demurrage and Storage, and it is the recommendation of the committee that it be approved by the League.

Mr. Rippin: Originally the average

Mr. Rippin: Originally the average agreement was intended to exclude the public elevator and prevent the public elevator from including cars in the average agreement which came to the city consigned to some consignee and were or-dered after arrival in the city to a public elevator for unloading, and we, the Merchants Exchange of St. Louis, protested to the Interstate Commerce Commission against any such construction being put upon the average agreement. that an elevator operating under an average agreement should be, could be and is entitled to be credited on all cars handled at that elevator whether they came consigned to somebody else or not. test is how was the car handled at the I think that the drayage warehouse company is entitled to have credit on all cars which it handles as an unloader, under the average agreement. it seemed to be the opinion of those pres-

In a general discussion which followed ent that this matter does not affect the members of the League in general, and that as it affects only public warehouses or storage companies the report should be

laid on the table. According to vote the report was rejected.

Wednesday evening the members gathered at a banquet at which Pres. Wilson was toastmaster. Among the speakers were Guy M. Freer of Cincinnati, E. J. McVann of Omaha and Geo. W. Bucking-

ham of Chicago.

The Thursday morning session began with a reading of the report of the B/L Com'ite, by W. M. Hopkins, chairman, from which we take the following recom-

Changes Recommended in B/L.

It is recommended that all of Section 1 of the conditions of the present Uniform B/L as published in Official Classification territory should be eliminated, as this is simply a statement of the law on the subject of liability of carrier for loss, damage or delay caused by it and of the causes for which it is not liable. Sections 2, 6, 7, 8, 9 and 10 should also all be eliminated, as the portions of these sections which are not contrary to law are simply a statement of the law.

a statement of the law.

Time for Filing Notice.—This is also true of Section 3, except that, inasmuch as this section covers the question of time for filing notice of or for the filing of claims, and for the institution of suits, these being provisions of the law which the shipper must observe in order to protect his right of recovery for loss, damage or delay, it is thought advisable that this should be printed as a condition of the B/L for the information of shippers. This is also necessary from the point of view of the carrier, as the law fixes a minimum time within which these steps for recovery must be taken, but does not fix the maximum time, and it is necessary that the carriers state the length of time upon which they determine.

state the length of time upon which they determine.

It is also thought that the first and second paragraphs of Section 5, which set forth the necessity for party entitled to receive property to remove it or be subject to a charge for storage and also sets forth the right of the carrier to send goods to public warehouses, should be continued. This section also contains a similar provision as to demurrage charges on cars held for loading or unloading.

On the face of the B/L a change will, of course, have to be made in reference to the B/L being issued under Order No. 787 of the Interstate Commerce Commission,

dated June 27, 1908, and also by authority of the report of the Commission in case No. 49 (Ex Parte), May 7, 1915, substituting therefor reference to such order as the Commission may issue upon the conclusion of further hearings after reopening

ting therefor reference to such order as the Commission may issue upon the conclusion of further hearings after reopening the case.

Ten Per Cent Extra Rate.—Reference in the E/L itself, or in the classification wherein the B/L is published, stating that property not shipped subject to the terms and conditions of the B/L will be carried under the terms of Rule 1 of the classification, which provides for 10% higher rates when the B/L is not used, should also be eliminated. In fact, Rule 1 of the classification should be stricken out.

The receipt portion on the face of the B/L should be changed by striking out the last sentence, which reads as follows:

"It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns."

We also believe that the last portion of the previous sentence which reads, "which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination." So that with these changes it would simply be a receipt for the goods to be carried to destination.

The recommendations made with respect to domestic form of B/L apply to the straight B/L, but of course also apply to the straight B/L, but of course also apply to the order B/L except that the order B/L will be so designated and carry the present provision as to surrender of the original order B/L appropriy endorsed before delivery of the property is made by the carrier. The Uniform B/L as in use in Western Classification territory so that there will be one Uniform B/L as suggested for Official Classification territory to be supplanted by the same form of B/L are also rec

The report was adopted.

A resolution was unanimously adopted that in view of the certainty that transportation facilities would be taxed to the utmost to handle traffic the coming winter all shippers be urged to load cars to their full carrying capacity and to re-lease equipment promptly.

The members voted that the Executive Com'ite earnestly consider the invitation New Orleans to hold the next meeting

at that city.

Officers elected for the ensuing year are: Pres., Guy M. Freer, manager traffic department of the Chamber of Commerce, Cincinnati, O.; vice pres., W. H. Chandler, mgr. transportation department. Chamber of Commerce, Boston, Mass.; sec'y-treas., O. F. Bell, traffic mgr. Crane Sec y-treas., O. F. Bell, traffic mgr. Crane Co., Chicago. Among the directors for the ensuing year identified with the grain trade are Geo. W. Schroeder, of the Milwaukee Chamber of Commerce, J. S. Brown of the Chicago Board of Trade, M. F. Doyle of Cleveland and H. L. Goemann of Mansfield, O.

Norwegian steamer Ulriken, bound from New York for Rotterdam with a cargo of Belgian relief wheat, was sunk on Nov. 18 by a mine. The cargo had United States. United been contributed in the Dispatches from Lloyds of London report the crew as saved.

OCEAN CHARTERS for grain to the Mediterranean remain difficult to obtain, many Italian steamers having been seized by that government. One charter is reported for wheat to the west coast of Italy at 54c, a new high rate. December schedule for Italian boats is only three, compared with 10 or 12 ordinarily.

Elevator Observations.

BY TRAVELER.

COBS piled promiscuously about the power plant or the elevator constitute one of the most dangerous fire hazards to be found about any grain elevator. At Columbus, Ind., recently, I found piled over the engine room and against the feed warehouse a huge pile of cobs, threatened by locomotive sparks on one side and fire from the engine room on the other. from the engine room on the other. any wandering spark saw fit to accept the invitation and drop into this pile, the entire plant would have soon been ashes.

GASOLINE cannot be safely stored in large quantities near an elevator. The further away the better, and the storage of any quantity of gasoline nearer than 50 ft. from the elevator is very likely to void all insurance policies. At Akron, Ill., recently, I found a large iron gasoline tank (see Fig. 2) about 25 ft. from the engine room of the elevator. The faucet was "locked" with a railroad car seal that any kid would break without hesitation, and help himself to the gasoline, or run it around over the landscape just to start it around over the landscape just to start Gasoline is so easily ignited there is no excuse in anyone taking such wild chances.

FLOWERS are so infrequently found about the grain dealer's office that when you do happen upon an office where the you do happen upon an office where the occupant has attempted to indulge his esthetic taste for landscape gardening, you invariably stop and look a second time, and this is done by every visitor to the office of David R. Webb Co. at Edinburg, Ind. The office is large and roomy, well ventilated by high windows, and each window and the doorway is protected by an awning showing most emphatically. by an awning, showing most emphatically that the grain dealer is determined to enjoy life while he is living. of cannas add just enough color to the scene to delight everyone passing that way. Had the dealer early in the season planted a parallel row of salvia in front of the cannas, he would have enjoyed a feast of color until frost came.

FALSE reports regarding a new elevator are often circulated by vindictive persons for the purpose of driving the owner of the only elevator into the adoption of a new policy. Having heard a new elevator was to be built at a certain town in Kansas, I called on the owner of the only elevator at the station, and asked who was behind the new elevator. He laughed and told me that the only person he had been able to find who knew any thing about it was the editor of the local weekly, who had started the agitation because the dealer would not advertise, and stopped it because he had agreed to ad-And what is worse, the local vertise. editor admitted his reason for publishing the story about the organization of a new elevator company. Nobody wanted another elevator, the business of the station was not sufficient to justify a second elevator and the farmers were perfectly satisfied with the prices and methods of the established grain dealer, but the elevator owner and the newspaper owner have got together and each is now trying to help the other. If all elevator ownwould foster cordial relations with all local merchants and bankers, as well as the editor of the local paper, their business would meet with less opposition.

DUST has long been recognized as the perpetual enemy of correct weights in cleaning elevators, or any plant where grain is handled rapidly or continuously, hence it is to the advantage of every elevator owner and operator to protect the working parts of his scale from dust so far as is possible. At Fostoria, O., some time ago, I was pleased to see the Fostoria Grain Co. had completely covered the hopper of its 96,000 lb. scale with matched flooring, to keep the dust away from it, and the opening between the spout leading into the scale hopper was closed by means of a sack attached to the end of the spout of the scale hopper, thus preventing the scale hopper from binding and keeping the dust within the hopper.

SCOOPERS often do a large volume of business, but I have yet to learn of their handling grain profitably. Recently at riba, Colo., 10,000 to 12,000 bus. of wheat were piled on the ground. Mr. Scoopshovel Man was apparently doing a good business, though without profit.

On the evening of November 12th he was busily engaged transferring with shovels a load of wheat from N. O. & M. C. 4173 into C. R. I. & P. car 38267. The first car was leaking all around the sides, so evidently was not fit to transport grain, and no effort had been made to place it in proper condition to hold grain. Men cannot do much grain business without a modern elevator and none can ship grain properly without selecting strong cars and seeing to it that they are properly coopered, before pouring grain into them.

THE EXHAUST pot of the average gasoline engine gets so hot it should never be tolerated near wood. I stepped into a Kansas elevator last month, while waiting for a train, and wandered out into the engine room, where a large new gasoline engine had recently been installed. The exhaust pot, which was close to the main wall of the elevator, was so hot I could not hold my hand near to it. I hunted up the manager and asked him how long he had had it in that position.

He said, "Only a few days," but when I assured him that it would get red hot, he rushed over to feel of it, and I pulled him back. He threw some water on it, and the way the steam rolled up it gave him a scare. The next day that exhaust pot was buried deep in the ground and henceforth no wood will be set on fire from it.

PARTITIONS in steel tanks invariably cause trouble. I saw a tank in northern Kansas recently that was drawn all out of shape as the result of loading one side and then the other. The wooden partitions were not strong enough to sustain rigidly the tank and the load. I was told by a tank builder, who was looking over the damaged plant, that at El Reno, Okla, is a steel tank 40 ft. in diameter and 50 ft. high, with heavy partitions, but nevertheless when one side is filled it bulges in that direction, with the result that the alternate filling and emptying of different parts of the tank has resulted in its creeping some 18 inches from its foundation. Many tanks have been destroyed by the burning of wood partitions. We have heard so much against partitions in tanks, that I wonder anybody attempts to utilize space in this way.

Putting Cattle in the Market-Topping Class.

Recent good prices for best finished stock at primary market points attracted large shipments of corn fed but unfinished cattle, range and grassy offerings, until the markets have been flooded with poor to medium cattle. However, everything of quality was taken at steady prices, top marks for best cattle remaining at \$10.25 to \$10.50 per 100 pounds at Chicago, but the bulk of shipments received much less. Packers are eager to get animals of higher quality because of more economical dressing percentages.

From Iowa, Minnesota and Wisconsin 10,000 grassers were shipped to Kansas City last week in an unfinished condition. Grassers can demand better market prices if Corn Gluten Feed which has

Grassers can demand better market prices if Corn Gluten Feed which has approximately three times the nutritive value of corn is fed during the last part of the fattening period, either as sole concentrate or with soft corn or other grains on hand.

The prohibitive price of cottonseed meal constituted a liquidation factor in Texas and caused an enormous contribution of unfinished cattle, that would have been held for considerable time, had the feed bill been less onerous.

A cheap protein concentrate, such as Corn Gluten Feed, when fed with the corn ration or with pasture or hay, will put cattle in the market topping class.

Corn Gluten Feed on the Chicago basis

Corn Gluten Feed on the Chicago basis sells for \$10 cheaper than Cottonseed Meal. In fact, it is the cheapest concentrated feeding-stuff on the market today not only in bulk value, but also when the price per pound protein and therm energy value is considered.—Douglas Company.

To serve the richest grain areas of Siberia a 500-mile railway has just been completed. The road is known as the Altai Ry., with headquarters at Barnaul.

ELIMINATION of the United States import duty on Canadian wheat is asked in a resolution adopted recently by the Canadian Council of Agriculture and submitted to the Ottawa Government by the Dominion minister of public works.



 Cob Covered Plant at Columbus, Ind. 2. Unlocked Gasoline Tank near Elevator at Akron, Ill. 3. Attractive Office of David R. Webb Co., Edinburg, Ind.

Grain Trade News

ARKANSAS

Texarkana, Ark.—The elvtr. of the Land Mlg. Co., which burned some time ago, will be rebuilt.

Little Rock, Ark.—B. C. Taylor, of Owensboro, Ky., is planning the erection of an elvtr. and mill in this territory.

CALIFORNIA

San Francisco, Cal.—J. C. Wilson has resigned as a member of the Grain Trade

CANADA

Seaforth, Ont.—The Walter Thompson Son & Co., of Mitchell, has bot the oatmeal mill of the Canadian Cereal & Flour Mills

Moose Jaw, Sask.—J. A. Burgess, grain buyer for the Hanson Grain Co., was killed instantly when his automobile turned

Saskatchewan, Sask.—D. J. McCallum, in the grain brokerage business here and formerly mgr. of the Seaforth Mlg. Co., Ltd., at Seaforth, Ont., died suddenly Nov.

Brandon, Man.-Kenneth Campbell, who entered the grain business in 1881 and remained in it for many years, has resigned as mgr. of the Royal Bank here, and returned to the grain business.

Port Arthur, Ont.—Work is progressing on the new 40,000-bu. wooden elvtr. of the National Elvtr. Co. which is being covered with galvanized iron. The contracts for the roofing and painting have already been let. Barnett & McQueen have the contract for the elvtr. the elvtr.

Winnipeg, Man.—The Grain Growers Grain Co. held its annual meeting here Nov. 12. The net profits for the year were \$226,936. A 10% dividend, amounting to \$80,000, was declared, and \$139,000 added to the reserve fund, making it \$340,000. The paid up capital stock is now \$867,422, which is an increase of \$86,000.

Montreal, Que.-Alexander Mitchell Montreal, Que.—Alexander Mitchell, at one time the largest grain exporter on this continent, died Nov. 13 in England, aged 83 years. He had filled the position as pres. of the Corn Exchange and was the first pres. of the Lake of the Woods Mlg. Co. Later he organized the firm of Mitchell & Rae, from which he retired 15 years ago. years ago.

COLORADO

Simla, Colo.—J. G. Barnhill will install a bean cleaner.

Flagler, Colo.—Eckert Bros. will install a Midget Marvel Mill.

Denver, Colo.—The Western Hay & Grain Co. is out of business.—Rogers, Ellis & Johnson.

Vona, Colo.—The Vona Equity Co-operative Ass'n has succeeded Stinson & Co. E. B. Wilson is mgr.

Canon City, Colo.—The Peerless Flour Mills Co., which operates a 17,000-bu. elytr. here, sustained a heavy loss Nov. 17 by fire of unknown origin.

Matheson, Colo.—The Farmers Grain Co., of Denver, is now operating the elvtr. of the Elbert County Farmers Co-operative Ass'n, with F. N. Clark as agt.

Ass'n, with F. N. Ciark as agt.

Greeley, Colo.—A decision in favor of the Ft. Collins Mlg. & Elvtr. Co. against the irrigation company has been secured. The milling company claimed that it often had no water power to operate its plant and the irrigation company contended that irrigation and storage rights were prior to manufacturing rights.

Burlington, Colo.—The Burlington Equity Exchange contemplates the erection of a new elvtr. but has not decided whether it will build a concrete or wooden house.

Yuma, Colo.—G. C. Miller, under the firm name of Miller & Co., will build a 50,000-bu, elvtr. on railroad leased ground. Contracts for machinery and preliminary construction have been let.

IDAHO

Ashton, Ida.—The Farmers Equity Society will have its new 25,000-bu. concrete elvtr. completed in the near future.

Nampa, Ida.—The Nampa Mlg. & Elvtr. Co., which recently completed storage for 60,000 bus., is now figuring on remodeling its mill at an expense of \$10,000.

Vollmer, Ida.—The Lewiston Mlg. wolmer, Ida.—The Dewitten Mig. Co. is moving a mill from another point to this station and is spending \$20,000 on new machinery and equipment. A 60x186 ft. grain warehouse is being erected on 3 sides of the mill.

Genesee, Ida.-The C. E. Wood Co. has enlarged its elvtr. at the east end of this city. The Vollmer Clearwater Co. has entered the grain business here. It has mall warehouse and is trying to buy It has a ceipts on other houses.—Jos. Kr Farmers Union Warehouse Co. Knapps, mgr.

ILLINOIS

Kincaid, Ill.-Twist Bros. are having their elvtr. repaired.

Manito, Ill.—The Grangers Elvtr. Co. is rebuilding its driveway

Camp Grove, Ill.—We have succeeded W W. Dewey & Co.—H. M. Dewey & Co.

Sadorus, Ill.—Plans are progressing for a new farmers' elvtr. west of this town. Gays, Ill.—Chas. Ozee is agt. of the re-

cently completed elvtr. of Morris & Stone.

Pekin, Ill.—The driveway at the elvtr. f the Farmers Elvtr. Co. has been re-

Seward, Ill.—The elvtr. of the late A. W. Palmer, of Myrtle, was sold at public sale Nov. 3.

Otto, Ill.—The R. F. Cummings Grain Co. has replaced the shingle roof on its elvtr. with an iron one

Blue Ridge, Ill.—C. B. Kirk, agt. for Geo. A. De Long, has recovered from a recent spell of illness

Tucker, Ill.-The Risser-Rollins Co. has built a new wooden approach to its south elvtr. at this station.

East St. Louis, Ill.—R. F. Higgins, of Peoria, has secured a position in the state grain inspection dept.

Decatur, Ill.—The Bartlett-Frazier Co. as moved its branch office in this city to the new Suffern Bldg.

Decatur, Ill.-The A. E. Staley Mfg. Co. has its plant in operation again. It had been shut down since Sept., 1914.

Manteno, Ill.—C. Bishop, of Woodland, has succeeded George E. Mellon, who resigned as mgr. of the Farmers Elvtr. Co.

Waggoner, Ill.—M. J. Buscher has leased the elvtrs. of the Litchfield Mill & Elvtr. Co. at this station, Thomasville and Zanes-

Ridgefarm, Ill.—Joseph C. Kendall, of Kendall Bros., grain dealers, died suddenly of heart trouble Nov. 12. He was 55 years

Holton sta. (Wilburn p. o.), Ill.—The Turner-Hudnut Co. has placed Walter Horn in charge of the elvtr. it recently purchased at this station. Repairs have been

Kingston, Ill.—Edward Ollmonn, a grain dealer of this city, was married to Miss Hattie Miller, of Muskegon, Mich., on Nov. 9.

Beardstown, Ill.—Schultz, Baujan & Co. have started work on their new mill. A 60,000-bu. elvtr. is being erected in connection.

Alton, Ill.—The daughter of C. F. Sparks, of the Sparks Mlg. Co., has announced her engagement to marry Harry Seiwell, of

Rumpler, Ill.—Frank Supple, of Bloomington, will let contract at once for a new elvtr. at this station which is 2 miles east

Savoy, Ill.—The past year has been the most prosperous in the history of this company.—Harry Grove, mgr. Savoy Grain

Ludlow, Ill.—Everett Cole is now mgr. of the Farmers Elvtr. Co., succeeding Vernon Henry, who recently suffered a strained back.

North Henderson, Ill.—We are not installing new machinery now, but expect to in the spring.—Alex Miller, North Henderson Grain Co.

Illinoi sta. (Momence p. o.), Ill.—We have purchased the elvtr. of F. C. Brown at this station.—H. M. Freeman Grain Co., Indianapolis, Ind.

Croft sta. (Fancy Prairie p. o.), Ill.—Report states that J. E. McCreery & Sons, of Mason City, have bot a site and will build an elvtr. at once.

Rochelle, Ill.-E. L. Ledbetter, formerly mgr. of the branch office of the Armour Grain Co. in this city, has removed to Champaign.—P. M.

De Kalb, Ill.-The Wakefield Grain Co., which recently purchased the elvtr. of C. S. Hunt, will build a new office and make improvements in the elvtr.

Flag Center sta. (Rochelle p. o.), Ill.—Adin E. Slaughter has resigned as mgr. of the Flag Center Elvtr. Co. and will engage another line of business

Dwight, Ill.—The elvtrs. here have been closed to the receipt of grain until further orders on account of the foot and mouth quarantine in this vicinity.

Sweet Water, Ill.—Chas. Greenfield, who had charge of the elvtr. of J. A. McCreery & Sons, mysteriously disappeared recently and has not been located.—B.

Bloomington, Ill.—The annual meeting of the Farmers Grain Dealers Ass'n will be held at the Hills House in this city Feb. 9, 10 and 11.—A. N. Steinhart, sec'y.

Bonfield, Ill.—Bids have been received for a new elvtr. for Eugene Smith to replace the one which burned Oct. 8, and also for an addition to the elvtr. of P. Gaus.

Bloomington, Ill.—The J. A. Harrison Co. incorporated; capital stock, \$40,000; incorporators, J. A. Harrison, A. Brooks and others. The company owns elvtrs. in this

Urbana, Ill.—H. A. Shiveley, of Champaign, has opened a grain office in the Stephens Bldg. He will use the Bartlett-Frazier wire and C. H. Thomas, of Chicago, will be operator.

Litchfield, Ill.—Charles B. Munday, of the defunct Litchfield Mill & Elvtr. Co., has been found guilty of criminal con-spiracy and sentenced to serve 5 years in the state penitentiary

Danforth, Ill.-The Farmers Elvtr. will build a concrete approach to its elvtr. It will be 80 ft. long on one end of the driveway and 60 ft. on the other and will cost approximately \$900.

Elkhart, Ill.—The Hurlbut Co-operative Co. has incorporated with a capital stock of \$5,000 to deal in grain, coal and building material; incorporators, Hiram Keays, Fred Lanterman and others.

Forest City, Ill.-We have covered our rotest City, In.—We have covered our elvtr. with metal siding and roofing which makes it look like new. New up-to-date corn cribs, holding from 12,000 to 14,000 bus. of ear corn have been erected and our office has been repainted.—Forest City Grain Co.

Frankfort, Ill.—Henry Stellwagen, who fermerly conducted the grain business on the Michigan Central, and has been mgr. of the Frankfort-Spencer Grain Co. since last spring, resigned this week.

Westervelt, Ill.—The elvtr. here is again the property of G. G. Bartscht, who sold it to Himes Bros. a few months ago. They sold it to E. B. Vennum and he in turn resold it to Mr. Bartscht at \$12,000.

New Holland, Ill.—J. A. McCreery & Sons will rebuild their elvtr., which burned Oct. 30, on the same concrete foundation. The debris is being removed and bids for the new building are now being received.

Kewanee, Ill.—W. D. Lester has been elected pres. of the recently organized Farmers Elvtr. Co. The C. B. & Q. has laid a spur track to the company's site and work on the elvtr. will be started soon.

Pontiac, III.—The mgrs. of farmers' elvtrs. of McLean, Iroquois and Livingston counties held their 8th semi-annual meeting in this city Nov. 16. George Brunskill was elected pres., T. D. Karnes, sec'y, and Harry Heiser, treas.

Dawson, Ill.—Lloyd Young, brother of John Young, agt. of the E. B. Conover Grain Co., was frightfully burned Nov. 15 when a flue in the engine room at the elvtr. exploded. Three other men were scalded but not seriously injured.

Farmingdale, Ill.—The elvtr. of the Farmers Co-operative Co. burned Nov. 11 with a loss of \$5,000. There was little grain in the elvtr. at the time. The cause of the fire is unknown. Plans are now being made to rebuild as soon as possible.

Clinton, Ill.—Ed Hendrix, of Maroa, and Theodore Hendrix, of this city, have bot the elvtr. of W. T. Lane for \$7,500. They will operate it, in connection with their recently acquired elvtrs. here, as the Lane Grain Co. G. R. Lane has been placed in charge.

Yeomans sta. (Franklin p. o.), Ill.—Calhoun & Ryan sustained a loss of \$4,000 on their elvtr., which burned Nov. 7, together with about 5,000 bus. of oats, valued at \$2,000. They carried insurance amounting to \$8,000. The elvtr. will be rebuilt at once on the old site.

East St. Louis, Ill.—Notice has been issued to the effect that John P. Gibbons, chief grain inspector, has rescinded and made void the order of Oct. 26 making outinspection of grain 50c per 1,000 bus., or ½ mill per bu. Until further notice the old charge of 50c per car will be resumed.

The following have been admitted to membership in the Illinois Grain Dealers Ass'n: A. P. Schantz, Lexington; Sam. Goetzinger, Goodfield; Charles Inkster, Melvin; J. A. Flanders, Champaign; Globe Elvtr. Co., Buffalo, N. Y., and A. Judson Stites, Philadelphia, Pa.—E. B. Hitchcock, sec'y.

Bryce sta. (Milford p. o.), Ill.—Herron Bros. have sold their elvtr. here to the Farmers Grain Co., which it will operate in conjunction with its own elvtr. here. T. C. Herron will remain as mgr. and E. S. Herron, who has been in the grain business for the past 20 years at Milford will retire.

Mattoon, Ill.—We built a chaff house a short time ago to replace an old one and being within the fire limits laid ourselves liable to a fine of from \$25 to \$200 by so doing. This house is in the vicinity of other frame buildings and, not being a more permanent building than our elvtr., it really decreases the hazard. There is nothing in the ordinance to compel us to remove the building.—Ernest Orndorff, prop. Big Four Elvtr. & Mlg. Co.

Darrow sta. (Sheldon p. o.), III.—The elvtr. of the Farmers Grain Co. burned Nov. 12, together with 3,584 bus. and 6 lbs. of oats. The complete loss, amounting to \$21,199.28, was covered by insurance and has already been adjusted. The cause of the fire is not known. No damage was done to the office and coal sheds. A temporary elvtr. is being used until a new house can be built, contract for which has already been awarded. It is expected to have it completed by Dec. 15.

Pres. Dewein has called a special meeting, Dec. 2, of the board of directors of the Illinois Grain Dealers Ass'n, at the La Salle Hotel, Chicago. Various matters of importance to the ass'n will be discussed and the next meeting place for the annual convention in 1916 will be decided. Several cities in Illinois are after the convention.— E. B. Hitchcock, sec'y.

Lincoln, Ill.—Rumsey & Co., of Chicago, have bot the 2 elvtrs. of the Lincoln Grain Co. at this city and also the elvtrs. at Lawndale and Broadwell and the corn cribs at Wittkopf sta. The name of the company has been changed to the Lincoln Granaries Co. Fred Mauer, formerly mgr. of Spellman & Co. at Chester, has been made mgr. Louis Ohmes will remain in the office and J. C. Diffenderfer, who has been mgr. for the past 12 years, will retire from active business.

from active business.

Ottawa, III.—Chas. Joslyn, Jr., aged 10 years, was given judgment for \$150 damages against the Illinois Valley Grain Co. He was caught in the machinery at the elvtr. in South Ottawa Aug. 7 and sustained a broken arm. It was represented that the boy was not capable of taking care of himself in the elvtr. and that precautions should have been taken to see that the boy was not injured while there. A jury was selected by agreement and the amount of the verdict was also agreed upon by both parties.

CHICAGO NOTES.

Seven new members were elected to membership in the Board of Trade Mutual Benefit Ass'n at a recent meeting.

Excavating is under way for the new 10,000,000-bu. elvtr. to be built by the Chicago & Northwestern Ry. Co. at South Chicago, and operated by the Armour Grain Co.

A report of the hearing before the Illinois Public Utilities Commission on the proposed change in the spring wheat rules is published in another column of this number of the Journal.

Joseph F. Jackson, for the last 5 years mgr. of the grain dept. and also floor mgr. at the Board of Trade for Shearson, Hammill & Co., has retired to accept a position with the Purity Oat Co.

Board of Trade members organized an athletic club Nov. 12. Robert W. Buckley was elected temporary pres. and Thomas Moran, treas. Rooms have been secured on the seventh floor of the Board of Trade Bldg.

A verdict for the defendant was given in the suit brot by Alonzo J. Cutler, former member of the Board of Trade, to recover \$100,000 he claimed he advanced Chas. W. Pardridge for speculation on the exchange over 30 years ago.

George E. Fuller, oats specialist of the Bartlett-Frazier Co. and vice-pres. and director of the company, will retire on Jan. 1, and will be succeeded by Frank S. Cowgill, pres. of the Trans-Mississippi Grain Co., of Omaha, Neb.

One amendment making four additions to the rules of the Board of Trade has been posted by the directors for ballot. A department of market records is to be established, with power to inspect the books of members. Correspondents are forbidden to allege that the firms they represent are responsible for trades made thru the correspondents. For each office into which a private wire is run the charge is to be \$10 per month.

E. H. Noyes, member of the Board of Trade since 1869, fell to the floor while making his way to the oat pit Nov. 23, and died before medical aid could be summoned. He was one of the original members of the firm of Chandler, Pommeroy & Noyes, which failed in 1872, following an attempt to corner the oat market. Mr. Noyes then organized and controlled the firm of E. H. Noyes & Co., which was actively engaged in business years ago, but has not done so much of late on account of Mr. Noyes' advanced age. He was born in Brattleboro, Vt., in 1844, and is survived by his widow and 2 sons.

CHICAGO CALLERS: J. A. Gunnell, sec'y Missouri Grain Dealers Ass'n, Mexico, Mo.; V. E. Butler, director Grain Dealers Fire Ins. Co., Minneapolis, Minn.; John B. Daish, Denver, Colo.; Prof. W. F. Carothers, Carothers Observatory, Houston, Tex.

J. A. Edwards, who refused to testify before a master in chancery regarding the failure of the Bank of Adair, at Adair, Ill., did so on the advice of his attorney, as some of the stockholders allege conspiracy with Walter Sperling, the bank's cashier, whereby \$150,000 of the bank's money was lost in speculation in wheat.

Raymond S. Simons, Kenneth B. Pierce, Elmer Martin, E. D. Detchon, Jesse L. Smith and Lawrence E. Rice have applied for membership in the Board of Trade. C. B. Fox, of New Orleans, La., J. C. Maxwell, of Sterling, Ill., C. J. Winter, of Springfield, Mo., Franklin M. Crosby and Edgar B. Cohen have been admitted to membership and the memberships of J. R. Conrad, Emmett C. Adams, Jr., and the estate of Chas. A. Sterne have been posted for transfer. Memberships are selling at \$3,200 net to buyer

The Western Elvtr. Co. will retire on Dec. 1. The 3,000,000-bu. terminal elvtr. at Manitowoc, Wis., will be taken over by the Bartlett-Frazier Co. This elvtr. has been operated for the last 7 years by the Western Elvtr. Co., having been taken over from the Northern Grain Co. The retirement from business has been under advisement for some time. The members of the company have been largely interested in other concerns and have desired to withdraw. At one time the concern had about 200 country elvtrs., which have gradually been disposed of to various interests. R. E. Tearse, pres. of the company, will retire permanently from business and take a long vacation in California.

INDIANA

Frankfort, Ind.—I will spend the winter at Daytona Beach, Fla.—John Ç. Young.

Medora, Ind.—The Medora Mills Co., operating an elvtr. and mill, is improving its plant.

Charlestown, Ind.—Eberts Bros. are considering rebuilding their plant which burned Oct. 29.

Edinburg, Ind.—Work is progressing on the new elvtr. under construction for Martin Cutsinger.

Boswell, Ind.—An unsuccessful attempt to rob the office of the Farmers Elvtr. Co. was made recently.

Camden, Ind.—Roy Hunter has succeeded S. C. Patty as mgr. of the Farmers Grain & Supply Co.

Needham, Ind.—E. M. Fisher has built an addition to his elvtr., with a capacity of 15,000 bus. of corn.

Packerton, Ind.—The recently organized Farmers Elvtr. Co. is raising the money to build a 20,000-bu. elvtr.—X.

Otterbein, Ind.—John Fowler is pres. and Chas. B. Maddox, see'y of the recently incorporated Farmers Elvtr. Co.

Dinwidie sta. (Lowell p. o.), Ind.—C. E. Nichols & Co., of Lowell, have bot the elvtr. of the Dinwidie Grain Co.

Dale, Ind.—No new grain machinery will be installed in our elvtr. which is now undergoing repairs.—Wallace Mlg. Co.

Mooreland, Ind.—McLellan & Morgan have taken out their old boiler and are putting in a new one at their elvtr.

Andrews, Ind.—The A. Wasmuth & Sons Co. has taken over a coal yard here and will operate it in connection with the elvtr.

Clinton, Ind.—Cottrell Bros., of Atherton, have bot the elvtr. formerly owned by W. W. Wrightman. Repairs are now being made.

Owasco, Ind.—Abel Grove, of Frankfort, will build an elvtr. here. Business men and farmers have presented him with \$500 to help the work along.

Shelby sta. (Covington p. o.), Ind.—The H. M. Freeman Grain Co., of Indianapolis, has purchased the elvtrs. of F. C. Brown at this station and at Schneider.

Columbia sta. (Connersville p. o.), Ind.—The Home Grain Co. has a new 10,000-bu. elvtr. at this station which is 12 miles east of Angola.—Sheldon & Co., Angola.

Lafayette, Ind.—The concrete foundation for the new elvtr. of Born & Co. is finished. It begins 20 ft. below the surface. Contract for the elvtr. will be let at once.

Greensburg, Ind.—We are making general repairs in our elvtr., installing new scales and a 20-h. p. electric motor.—W. M. Nading, Nading Mill & Grain Co., Shelby-ville.

Evansville, Ind.—The construction of the 3 concrete grain tanks of Igleheart Bros. has been stopped, on account of the weather, and will not be resumed until spring.

Evansville, Ind.—American Flour Mills Co. incorporated to manufacture and deal in grains; capital stock, \$20,000; incorporators, F. W. Kingsbury, B. H. Reipe and Chas. F. Werner.

Twelve Mile, Ind.—The elvtr. of F. P. McFadden, which was knocked from its foundation during a wreck on the C. & O., has been placed back on its foundation by the railroad company.

Swayzee, Ind.—We have installed a new Western Cleaner and Sheller and elvtr. leg in our elvtr. and have built a cupola on our mill. The Reliance Construction Co. did the work.—Swayzee Mlg. Co.

Decatur, Ind.—The Fornax Mlg. Co. has been incorporated with a capital stock of \$10,000 to operate mills and elvtrs.; incorporators, Henry H. Bremerkamp, Clarence G. Strickler and Harmon M. Gillig.

Alert, Ind.—A. D. Shields, agt. of the Blish Mlg. Co., while walking along the scale pit, fell to the bottom, a distance of 6 ft. He suffered a wrenched shoulder and severe cuts, but is now able to be up.

Griffin, Ind.—Price's Elvtr. & Grain Co. has incorporated with a capital stock of \$10,000 and succeeded J. H. Price & Co. It is putting in a steam engine and boiler, doing away with the oil pull engine.—H. M. Price.

Warsaw, Ind.—The elvtr. of Miss Jessie Thayer, which was damaged by fire Sept. 18, is now being repaired. The cupola has been rebuilt and a new fireproof concrete engine room is under construction. Concrete coal bins will also be erected.

Montmorenci, Ind.—The recently organized Montmorenci Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, John Martin, Jr., J. E. Marshall and others. Work on an elvtr. will be started at once so as to have it completed by Jan. 15.

Sardinia, Ind.—I have just completed a corn dump and elvtr., carrying about 4,000 bus. of ear corn on the 2nd floor. The first floor is being used for a working room. A corn meal outfit, degerminator and drier have been installed.—Geo. M. Claypole.

Windfall, Ind.—The elvtrs. of the Windfall Grain Co. at this point, Curtisville, Hemlock and Nevada, have been taken over by John S. Mitchell, J. A. Butner and L. L. Cook. They will take possession Dec. 1 and will sell stock to their patrons.

Frankton, Ind.—Leroy Urmston, owner of a line of elvtrs., has asked the court to set aside the will of his brother, Jonathan Urmston, former grain dealer of this city, who died about 2 years ago. A \$10,000 bequest made in the will to his house-keeper is the cause of the court proceedings. He will endeavor to show that his brother, Jonathan, was not mentally capable of transacting business.

Hamlet, Ind.—The elvtr. on the C. I. & S., which was formerly operated under the name of the Hamlet Grain Co., has been sold and is now known as the "Three I" Elvtr. We, therefore, incorporated under the name of the Hamlet Grain Co., and let contract for a 50,000-bu. elvtr. to the Efficient Erecting Co. Work on the house is progressing rapidly at this time.—B. I. Holser & Co., Walkerton.

Markle, Ind.—The Farmers Grain Co. has completed its new 15,000-bu. elvtr. on the Erie R. R. Equipment includes 3 stands of elvtr. legs, 3 dumps, 5 General Electric Motors and a 1,000-bu. Richardson Automatic Scale. The Reliance Construction Co. had the contract.

Maplewood, Ind.—Edgar Thompson, who owns and operates an elvtr. at Brownsburg, is building a 10,000-bu. elvtr. here. Equipment includes a 20-h. p. oil engine, Western Sheller and Cleaner and a stand of elvtr. leg. The Reliance Construction Co. has the contract.

Montpelier, Ind.—H. L. Walker, of Eaton, has bot the elvtr. of P. W. Meade, who will devote all his time to his recently acquired elvtr. at Keystone. Mr. Walker formerly owned part interests in the elvtrs. at Eaton and Shideler, but recently sold at these places to his partner, E. F. Haller.

Huntington, Ind.—Four young men formed a gang and stole automobiles from Peru and this city, in which to carry away sacks of grain and clover seed which they took from the elvtr. of Silver & Gelzeichter. They pleaded guilty, when arrested, and were given sentences of from 1 to 14 years.

Wards Switch (Otterbein p. o.), Ind.—The W. D. Foresman Co., of Lafayette, has practically completed its new 25,000-bu. elvtr. Equipment includes a Western Sheller and Cleaner, a Richardson Automatic Scale, 2 dumps, 2 elvtr. legs and a 25-h. p. oil engine. The Reliance Construction Co. had the contract.

Evansville, Ind.—John C. Farquhar, supt. of a flour mill, while repairing a clock in the mill, caught hold of a conduit pipe and touched the clock wire with the other hand, making an electric circuit. He probably would have been shocked to death had not some of the employes knocked the ladder from under him and caught his body as it fell.

Fort Wayne, Ind.—After 14 years on the road buying grain and hay for but 2 large grain firms, thruout Ohio, Ind., Ill. and part of Michigan, I have opened a grain and hay brokerage office in this city. I expect to have an account with a good firm in New York City, Buffalo, Baltimore, Philadelphia, Pittsburgh, Chicago, Detroit and Toledo.—Chas. H. Granger.

Ockley, Ind.—Work is progressing on our elvtr. We took the old house down to 18 ft. above the working floor, leaving only the sound seasoned framework. We have hoppered bins, full basement with cement floor and walls and 25-h. p. oil engine. The machinery will all be new with the exception of the automatic scales which are in good order. The house will be covered with galvanized iron siding and roofing and will be equipped with 2 dumps, platform drag chains, rope drive, combined boot and sheller, 2 stands of elvtr. legs with 7x16 in buckets and large iron pans, 30 in. high, to set in, and eight 10x12 ft. waterproof bins. It is 80 ft. from the basement to the cupola, 36x36 ft. driveway included. Three of the bins are over the driveway. The elvtr. will have a capacity of 25,000 or 30,000 bus, and will be completed by Dec. 1.—Whiteman Bros.

INDIANAPOLIS LETTER.

J. P. Shoemaker, of Danville, Chas. Holtman and E. E. Henderson have been admitted to membership in the Board of Trade.

John Roennfelt, ass't supt. of the Kansas City Southern Elvtr., at Kansas City. Mo., has accepted a position as supt. of the Indianapolis Elvtr.—S.

We have purchased the elvtrs. of F. C. Brown at Shelby and Schneider, Ind., and Illinoi sta. (Momence p. o.), Ill., and will operate them with headquarters in this city.—H. M. Freeman Grain Co.

Frank Bauman, who brot suit against Oscar V. Rouse, grain dealer, for damages for injuries received by him when a stack of sacks filled with grain toppled over on him Oct. 22, 1914, has compromised for \$2,000. The case was tried once and Bauman received a verdict for \$4,000, but the court granted a motion for a new trial.

IOWA

Sibley, Ia.—The Farmers Elvtr. Co. will build an elvtr.

Jefferson, Ia.—Floyd Brown is now agt. of the Neola Elvtr. Co.

Des Moines, Ia.—W. F. Morgan has moved his office to a new location.

Coon Rapids, Ia.—The Farmers Elvtr. Co. is installing an electric testing device.

Thornton, Ia.—C. A. Mabb has succeeded Allen Jacobsen as agt. of the Hynes Elvtr. Co.

Rembrandt, Ia.—The elvtr. of the De-Wolf & Wells Co. will be closed in a few weeks.

Thor, Ia.—The new elvtr. of the Farmers Elvtr. Co. is now completed and in operation.

Earling, Ia.—N. A. Miller has bot the half interest of his brother Emil, in the elvtr. here.

Cedar Rapids, Ia.—H. B. Dorley, supt. of the Iowa country elvtrs. of the Quaker Oats Co., is dangerously ill.

Lovilia, Ia.—Having sold my elvtr. at Bussey, I have moved to this city and will buy grain here.—H. W. Kester.

Hopley siding (Atlantic p. o.), Ia.—Wm. Hansen, of Elk Horn, is now agt. of the E. Rothschild Co. at this station.

Hamburg, Ia.—J. R. Bentley has moved the elvtr. of the old Grape Mill up to his cwn elvtr. He will raise the old elvtr. 16 ft.

Cloverdale, Ia.—Wm. Schlicht has resigned as agt. of the Davenport Elvtr. Co. to accept a similar position at Luverne, Minn.

Coon Rapids, Ia.—I am installing electric lights in my elvtr. and office as well as a new 10-h. p. electric motor.—J. J. Grosenbaugh.

Hornick, Ia.—Fred Haitz has bot the elvtr. of E. R. Johnson which the Mc-Caull-Webster Elvtr. Co. has been operating under lease.

Little Rock, Ia.—R. H. Sietsema has resigned as agt. for the E. A. Brown Co., effective Dec. 1. He will engage in a different line of business.

Cherokee, Ia.—James Robertson, who retired from the grain business in 1898 after having been in it for nearly 30 years, died Nov. 8, aged 82 years.

Waterloo, Ia.—A meeting of local grain dealers, similar to those held at Cherokee and Ft. Dodge, was held in this city with 20 dealers in attendance.

Adaza, Ia.—Earl Hicks is in charge of our elvtr. at this station and not that of the Neola Elvtr. Co. as has been reported.
—Wright & McWhinney, Des Moines.

Sheldon. Ia.—We are putting in a drain or sewer to our elvtr. so that we will not be bothered with water in the pit.—E. H. Huibregtse, mgr. Farmers Co-operative Ass'n.

Sheldon, Ia.—The mgrs. of farmers' elvtrs. and lumber yards of Northwestern Iowa held a meeting in this city Nov. 18.—E. H. Huibregtse, mgr. Farmers Co-operative Ass'n.

Hanlontown, Ia.—We have completed our new flour and feed house. It is 20x40 ft., 10 ft. high, is built of cement blocks, and will hold 2 carloads.—J. M. Knutsen, Farmers Elvtr. Co.

Fort Dodge, Ia.—A meeting of local grain dealers was held at this city Nov. 9 for the purpose of discussing the grading of the new corn. Other meetings will be held thruout this section.

Conesville, Ia.—Ray Trautman was injured Nov. 10 at the elvtr. of McKee & Abbott. He was shelling corn when his clothing caught in the machinery. As assistance was near he was not hurt seriously.

Emery sta. (Clear Lake p. o.), Ia.—My son, Landon, is not managing my elvtr. at present. He has returned to Taintor and handles grain for Macy Bros., of Lynnville, as a side line.—W. H. Johnson, W. H. Johnson & Co.

Maxwell, Ia.—We intended to build lumber sheds but before we started the lumberman here sold us his sheds so we will not build for at least a year.—C. B. Wells, agt. Neola Elvtr. Co.

Des Moines, Ia.—W. E. Holmes, sec'y of the Commercial Club at Sioux City, is being mentioned as a successor to Guy Botsford, who recently resigned as sec'y of the Chamber of Commerce.

Burlington, Ia.—A new car puller, capable of handling 30 loads, has been installed at the B. & M. Elvtr. by the Trans-Mississippi Grain Co. A new 10,000-bu. Hess Drier is now being installed.

Hamburg, Ia.—Work has already been started by Noble & Reid on a new fire-proof elvtr. to replace the house burned Oct. 30 with a loss of about \$12,000, on which \$8,000 insurance was carried.

Scarville, Ia.—Our corn cribs were rotting so we decided to tear them down this fall, on account of the poor corn crop, and rebuild them next summer.—Axel Anderson, agt. Independent Grain & Lumber Co.

Atlantic, Ia.—A. A. Mickel has his new elvtr., built to replace the house which burned recently, almost completed. The city council has ordered that the wiring for electric power cannot be done until the elvtr. is made fireproof.

Buckingham, Ia.—The brick office of the Independent Grain & Lumber Co. was gutted Nov. 8 by fire of unknown origin. The books and all contents of the office were destroyed and it was thru hard work that the elvtr. was saved.

Pierson, Ia.—The case against the Trans-Mississippi Grain Co., indicted on a charge of unfair discrimination, was dismissed on account of insufficient evidence to convict. It was charged with paying more for grain at this station than at other points in the county.

Hopkinton, Ia.—The weighing of corn in at this season of the year at 80 lbs. to the bu. instead of the legal weight of 70 is contrary to the law and Commissioner Barney has declared that he will prosecute grain buyers who follow the practice. Last fall several cases were prosecuted for this offense.

Gowrie, Ia.—The children of Joseph Teter, deceased, formerly in the grain and stock business here, have started action to break the will of Wm. H. Godair, a half brother of Mr. Teter, who died at Chicago, Ill., leaving an estate of \$600,000 to his wife and for the establishment of an old people's club.

Randall, Ia.—While making adjustments on the chain drive of the elvtr. of the Neel Grain Co., John Christianson was painfully injured and narrowly escaped death. His sleeve became entangled in the chain and his arm was drawn in, mangling it severely. In an effort to free it he fell and struck his head on a sprocket. He managed to extricate himself and walk to the office, where he fainted.

office, where he fainted.

Carroll, Ia.—About 75 grain men, including mgrs. of elvtr. companies, met in this city Nov. 9. The principal object of the meeting was to discuss plans for handling, grading and best methods of marketing this year's corn crop, which is poor on account of the wet season. Samples of corn from Boone, Greene, Sac, Ida, Guthrie, Calhoun, Crawford, Shelby, Audubon and Woodbury counties were on exhibition. A similar meeting was held Nov. 16 at Boone.

Cedar Rapids, Ia.—The large elvtr. of the Kuehl-Lammers Grain & Coal Co., containing a large amount of oats, barley and timothy seed, burned Nov. 15. The fire did not originate in a car of oats at the loading platform, supposedly from spontaneous combustion, due to the green condition of the oats. The flames spread rapidly thru the structure, consuming the wooden construction and melting away the corrugated iron sheeting like paper. Loss on the elvtr., which was built 8 years ago by the Liquin Elvtr. Co., is \$50,000; insurance, \$43,000. The house will probably be rebuilt at once.

SIOUX CITY LETTER.

The consolidation of the traffic buro of the Commercial Club and the traffic affairs of the Board of Trade is being considered.

Martin Martens, of the Martens Bros. Mlg. Co., has been obliged to take up his residence in Rosewood, Ore., on account of delicate health.

The Board of Trade has installed a 20ton scale for weighing grain and hay brot to firms in the eastern part of the city. C. J. Milligan is in charge.

E. C. Prescott is now in charge of the office of the Fields & Slaughter Co., succeeding A. S. Burke, who has been transferred to Sioux Falls, S. D.

Fred Weber, of the Flanley Grain Co., has been transferred from Sioux Falls, S. D., and will now travel for the company with this city as his headquarters.

KANSAS

Hoxie, Kan.—The Farmers Elvtr. Co. is building an elvtr.

Hamlin, Kan.—I have sold my elvtr. to J. H. Berkley.—Adolph Kanel.

Ashland, Kan.—The elvtr. of the Millers Grain Co. is being remodeled.

Sterling, Kan.—Arthur Schafer has built a 7,000-bu. elvtr. on his farm.

Oskaloosa, Kan.—A. D. Robinson bot the Kimmel-Ragan Elvtr. for \$2,000.

Linn, Kan.—F. H. Hoerman has installed electricity for power in his elvtr.

Oakwell, Kan.—An elvtr. is being built at this station which is a new town.

Wilson, Kan.—The Wilson Mlg. & Elvtr. Co. is building a 40x90 ft. warehouse.

Wilson, Kan.—B. W. Kyner & Co. have changed from steam to electric power.

Elyria, Kan.—A new cleaner has been installed in the elvtr. of the Farmers Elvtr.

Enterprise, Kan.—The Farmers Union is figuring on buying or building an elvtr.

Wakeeney, Kan.—Wm. Schrenkler is building a 35,000-bu. reinforced concrete

Omar sta. (Lewis p. o.), Kan.—C. B. Postelthwaite is now agt. of the Rock Mill & Elvtr. Co.

Belpre, Kan.—W. D. Hollaway has equipped his elvtr. with a Hall Signaling Grain Distributor.

Marysville, Kan.—N. S. Kerschen is mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co.

Greenwich, Kan.—Thieves stole \$61 Nov. 8 from the office of the Greenwich Mercantile & Grain Co.

Trousdale sta. (Newton p. o.), Kan.—The Farmers Elvtr. Co. has its new 20,000-bu. elvtr. in operation.

Kanopolis, Kan.—The Ellsworth County Farmers Co-operative Union will install a 5-ton wagon scale.

Tice sta. (Wilburton p. o.), Kan.—The Morton Grain Co., of Hutchinson, has its new elvtr. completed.

Ford, Kan.—Lon R. Prose has succeeded E. C. Beauchamp, who resigned as mgr. of the Farmers Elvtr. Co.

Hays, Kan.—The Farmers Co-operative Ass'n has installed a 15-h. p. oil engine and has built a 200-ton coal shed.

Pierceville, Kan.—The Farmers Elvtr. Co. will build a 20,000-bu. elvtr. George Meader, of Hooker, Okla., is interested.

Harveyville, Kan.—The elvtr. of J. H. Dougan & Son burned Nov. 2 with a loss of approximately \$4,500. Insurance, \$2,500.

Americus, Kan.—The farmers are not organizing a company to build an elvtr. here as has been reported.—Bruce Carlson.

Topeka, Kan.—The Thos. Page Mlg. Co. is building a 40x60 ft. two-story brick and concrete addition to its mill and elvtr. which will be ready by the first of the year.

Laharpe, Kan.—We are operating the elvtr. we recently bot at this station.—Dickinson Bros. Grain & Hay Co., Humboldt.

Yocemento, Kan.—W. G. Madden, of Hays, is building a 25,000-bu. reinforced concrete elvtr. consisting of 2 tanks and 4 bins.

Kingsdown, Kan.—W. W. Gibbons is mgr. of the new elvtr. of the Kingsdown Equity Exchange which is rapidly nearing completion.

Rydal, Kan.—W. H. Mikesell has a water barrel on the working floor which is covered with oil cloth to exclude dust and mice.—S.

Elkhart, Kan.—The elvtr. I am building will have a capacity of 10,000 bus. and will be situated on the Santa Fe Ry.—E. H. Fisher.

Trousdale sta. (Newton p. o.), Kan.—The Newton Mlg. & Elvtr. Co. built an elvtr. here and placed C. M. Zimmerman in charge.—X.

Agra, Kan.—The Agra Grain Shipping & Mercantile Co. is planning the installation of automatic scales, cleaners and other machinery.

Belleville, Kan.—An electric motor has been placed in the elvtr. of the Belleville Grain & Coal Co. to take the place of the steam power now in use.

Midway, Kan.—The Farmers Elvtr. Co. is rebuilding its elvtr., putting in an iron boot and concrete basement. The White Star Co. has the contract.

Hutchinson, Kan.—The Larabee Flour Mills Co. has its new elvtr. completed and in operation. It has a capacity of 550,000 bus. and is strictly fireproof.

Ellis, Kan.—Work is progressing on the new 50,000-bu. elvtr. of the Hays City Mill & Elvtr. Co. The Burrell Engineering & Construction Co. has the contract.

Grainfield, Kan.—George Brown, while working on the new elvtr. of the Farmers Elvtr. Co., fell a distance of 60 ft., sustaining a broken leg and a few bruises.

Hutchinson, Kan.—A daylight burglar quietly robbed the home of Paul Noble, mgr. of the Union Grain Co., taking a suit of clothes, a pair of opera glasses, a diamond and an amethyst ring.

Wilroads, Kan.—My new elvtr. will have 4 concrete tanks, two 15x40 ft. and two 14x40 ft. with a 16 ft. cupola. Equipment includes regular elvtr. machinery and a gas engine for power.—Elmer Riley.

Wichita, Kan.—Ten grain dealers helped E. M. Kelly, pres. of the Edward Kelly Grain Co., celebrate his 34th birthday. An indoor baseball game was played at his home after which refreshments were served.

Headville sta. (no p. o.), Kan.—The C. E. Robinson Grain Co., of Salina, has let contract for an elvtr. to the White Star Co. Work has already been started on the house which is located on the Salina & Northern R. R.

Wichita, Kan.—A former employe of the Red Star Mill & Elvtr. Co. received a verdict of \$1,400 damages when he brot suit against the company for permanent injuries received about a year ago when a car cable broke.

Penokee, Kan.—The Peterson Grain Co. will have its 20,000-bu. elvtr., now under construction, ready by Jan. 1. L. O. Peterson will be mgr. F. H. Gripp is agt. of the Kansas Flour Mills Co. which operates a 14,000-bu. elvtr. at this station.—X.

Atchison, Kan.—W. S. Washer, of S. R. Washer & Son, was driving his automobile Nov. 8, when it was struck by another car driven at high speed, and completely demolished. Mr. Washer was not injured but the occupant of the other car was killed.

La Cygne, Kan.—Work is progressing on the new elvtr. of W. J. Dyer and the galvanized iron covering is now being put on. Equipment will be up-to-date, including a 10-h. p. gas engine and scales. A store room for feedstuffs will be erected adjoining the elvtr.

Rossville, Kan.—C. A. Geiger, when he bot the elvtrs. of M. W. Cardwell at this city, Grantville and Belvue, agreed to assume contracts of 2,500 bus., made by Mr. Cardwell. The amount was later discovered. Cardwell. The amount was later discovered to be 8,800 bus, and he was given judgment for \$343.12, which he claimed he lost in selling the additional amount.

The following applications for member ship in the Kansas Grain Dealers Ass'n have been received: Joseph Hartter, Berhave been received: Joseph Hartter, Berwick; Lost Springs Elvtr. Co., Lost Springs; John Westerman, Selden; St. Francis; George F. Hancock, Paradise; Peterson Grain Co., Penokee; Farmers M. & M. Ass'n, Lucas; Farmers Mcc. Ass'n, Vesper; Tasco Grain Co., Guy; F. D. Walters, Studley, and Farmers Union S. & D. Ass'n, Bogue. J. E. Rule, of Clayton, and the Gano Grain & Coal Co., of Frankfort have been expelled from membership. fort, have been expelled from membership for refusal to comply with our arbitration rules.—E. J. Smiley, sec'y

Great Bend, Kan.—Four buildings, owned by the Rock Mill & Elvtr. Co., of Hutchinson, were demolished by a tornado Nov. 10, causing a loss of about \$15,000. These include a 20,000-bu. elvtr., another smaller building and 2 offices. The com-These include a 20,000-bu. elvtr., another smaller building and 2 offices. The company has let contract for rebuilding to the White Star Co. The steel grain storage and the smokestack were the only parts of the plant of the Walnut Creek Mlg. Co., valued at \$100,000, which were not damaged. Edward Kates, head miller, was seriously injured. Tornado insurance was carried and the plant will be rebuilt. The elvtr. of Moses Bros. was badly damaged and their mill will undoubtedly have to be rebuilt. The 30,000 bus. of wheat in the elvtr. at the time was only slightly damaged. Loss \$100,000; tornado insurance, \$50,000. The Hulme Mill was totally destroyed with a loss of \$40,000. No tornado insurance was carried. insurance was carried.

KENTUCKY

Bradfordsville, Ky.—The elvtr., mill and other property of B. Terhune & Sons, who recently made an assignment, will be

who recently made an assignment, will be sold at public auction Dec. 1.

Lancaster, Ky.—W. B. Lee and John Hicks have bot the warehouse and stock of grain and feed of Alex Walker for \$45,000. Mr. Walker will move to Oklahoma where he recently bot a mill.

Louisville, Ky.—William E. Morrow, sec'y of the Commercial Club for the past 3 years, is now see'y of the Board of Trade, succeeding James F. Buckner, Jr., who retired on account of poor health. A movement to consolidate the two organizations has been started.

Louisville, Ky.—The Kentucky Distilleries & Warehouse Co. will buy large quantities of grain to manufacture about 36,000,000 gallons of alcohol during the coming year which will be used in making explosives in this country and by the allies. Plants are being equipped in this city and at Latonia for the manufacture of alcohol of alcohol.

LOUISIANA

New Orleans, La.—The Port Commissioners have opened bids for the piling, timber and other requirements for the wharf of the new grain elvtr.

MARYLAND

Baltimore, Md.—Work is progressing on the new elvtr. of the Western Maryland Ry. Co. at Port Covington and it will be completed early next month.

Baltimore, Md.—J. Murdoch Dennis, of Dennis & Co., who was married Nov. 15 to Miss Louise T. Haskins, of Lexington, Va., is now away on his honeymoon.

MICHIGAN

Prescott, Mich.—C. H. Prescott & Sons are building an elvtr. for their own use.

Three Rivers, Mich.—I operate the elvtr. which was built last winter and handle grain of all kinds.—J. E. Slote.

Washington, Mich.—Ray Howland and Uri Shoemaker have bot the elvtr. of the C. L. Randall Co. and are operating it under the name of the Washington Elvtr.

Emmett, Mich.-M. P. Shanahan is pres and I am see'y-treas, of the recently in-corporated Emmett Elvtr. Co. which bot the elvtr. of the def Co.—Frank Keough. the defunct Richmond Elvtr.

Kingsland, Mich.—Crane & Crane are converting their large warehouse at this station into a bean elvtr. to be used in connection with their large elvtr. at Eaton Rapids. Silas Phillips will be mgr. here.

Chesaning, Mich.—Hiram N. Ainsworth, who conducted a grain and bean elvtr. at Owosso for many years, is now mgr. of the recently incorporated Farmers Elvtr. Co. which took over the elvtr. of C. E. Stuart

Three Rivers, Mich.—The assessed value of the property of the Three Rivers MIg. Co., which owns a 15,000-bu. elvtr. and mill here, was reduced from \$20,000 to \$15,000 on account of the objection of the

Battle Creek, Mich.—A Detroit corpora-Battle Creek, Mich.—A Detroit corpora-tion has taken an option on the old Zinn mill property and entered into negotiations with the Michigan Central R. R. for a long time lease on adjoining ground. It expects to build an elvtr., large feed mill, retail store and a plant to handle products on a co-operative basis. Buthis city are also interested. Business men of

Ludington, Mich.-The big grain elvtr. belonging to the Pere Marquette Co. has been shifted slightly out of plumb by the been shifted slightly out of plumb by the settling of the foundation on the south side, the top being thrown 4 in. out. The company has a crew of men jacking up the big structure to forestall more serious damage, which is probably the result of both the settling of the foundation, built as it is partly on built up land, and the force of the high winds of a few weeks ago.

MINNESOTA

Minn.—The Skewis Grain Henderson. Co. has completed its new elvtr

Ghent, Minn.-The Farmers Elvtr. is building new and larger coal sheds adjoining its elvtr.

Jasper, Minn.—John Rudd has succeeded Theodore A. Holien as agt. of the Northwestern Elvtr. Co.

Muskoda, Minn.—T. B. C. Evens has bot the elvtr. of the Federal Elvtr. Co. and I am mgr.—K. Torgerson.

Duluth, Minn.—Corporation membership in the Board of Trade has been granted to the Central Grain & Commission Co.

Brainerd, Minn.-I will make no changes in the equipment of the elvtr. I recently took over from W. F. Holst.—Geo. E. Senn.

Georgetown, Minn.—The Farmers Elvtr. Co. has bot a new cylinder for its engine and will build a coal shed at once.-A.

Duluth, Minn.—Jos. McKinnon, operator for C. E. Lewis & Co., on the floor of the Board of Trade, is critically ill with ap-

Hastings, Minn.—T. F. Norton is no longer mgr. of the Farmers Elvtr. Co., having left for Garrison, N. D., to manage elvtrs. there.

Stillwater, Minn.—The Dibble Grain & Elvtr. Co. is putting a new roof and galvanized iron siding on its elvtr.—Stillwater Market Co.

Lake City, Minn.-The Tennant & Hoyt Co. is pushing the work on its 4 additional steel storage tanks. The office has been put on a new concrete foundation.

Cobden, Minn.-E. Blankenburg, of Hen-Codden, Minn.—E. Blankenburg, of Henry, S. D., will handle all kinds of grain in the elvtr. he recently took over from Axel Newdall. At present very little wheat is being taken in as the elvtrs. here, operated by 2 milling companies, are paying above card price and grading everything No. 1 that the state grades Nos. 2 and 3.—C. M. Davis agt M. Davis, agt.

Tracy, Minn.—A new addition to the elvtr. of the Farmers Elvtr. Co. has been completed.

Lake City, Minn.—Fire was discovered Nov. 10 in the elvtr. of Fred F. Bade. The house has been idle for several years.

MINNEAPOLIS LETTER.

C. B. Heffelfinger, father of F. T. Heffel-finger, of the Peavey Elvtr. Co., died Nov. 7.

A temporary embargo on all grain going from this city to Morristown, Minn., has been placed by the Great Northern R. R. and the movement of grain on the R. R. and the movement of grain of the terminals of the Milwaukee railroad here to Elvtr. "L" has been temporarily checked. Great Western Elvtrs. Nos. 1 and 2 have also been blocked pending a cleanup of cars on track. This has been done to keep the terminals free from concertion.

MISSOURI

Vandalia, Mo.-E. K. Butts is no longer in the grain business here.

Clark, Mo.—Plans to build an elvtr. here are being made by C. E. Shock.

Houstonia, Mo.—Work is progressing on the new 15,000-bu. elvtr. of the Farmers

Caruthersville, Mo.—Planters Grain Elevator, Mule & Feed Co. incorporated; capital stock, \$12,000; incorporators, J. A. Cunningham, J. S. Wahl and Fred Morgan.

Gorin, Mo.—The elvtrs. at this station, Fabius and Rutledge are now under the control of the Gorin Elvtr. Co. in which I still retain a controlling interest. J. E. Bertram has full charge of these elvtrs.— J. A. Gunnell, Mexico.

Renick, Mo.—Wilcox & Chilton, of this city, and Mr. McAfee, of Moberly, have purchased the Renick Mill. After considerable overhauling and the addition of a new warehouse they are now in the market to buy grain. They handled about 20,000 bus. of wheat since harvest.—W. G. Curtis, Moberly.

Neosho, Mo.—The recently incorporated Thurman-Davis Grain Co. has succeeded the Missouri & Kansas Grain Co. D. F. Stout is pres., J. W. Linney vice-pres., C. E. Davis sec'y-treas. and W. J. Thurman general mgr. It will operate at 16 stations between this city and Kansas City, conducting a wholesale grain and feed business. Several improvements are being made on the 100,000-bu. elvtr. here and a new elvtr. will be built at Hume.

KANSAS CITY LETTER.

The Twidale-Wright Grain Co. moved its offices to the Glover Bldg.

A Board of Trade membership brot \$500 more than the one sold just previous.

The enlargement of the trading floor of the Board of Trade is being considered.

Frank P. Logan has been placed in charge of the recently established office of King, Farnum & Co.

W. H. Marshall has applied for membership in the Board of Trade on transfer from the estate of Mason Gregg.

P. G. Hale, with the C. V. Fisher Grain Co. for the past 3 years, has succeeded J. F. Parker as mgr. of the company.

The Neola Elvtr. Co. has established a private wire office in the Board of Trade Bldg. with W. W. Leeds in charge.

The fee for moisture testing has been advanced from 10c to 25c by the Kansas Grain Inspection Dept. to conform with Grain Inspection Dept. to conform with that of the Missouri Grain Inspection

The report that we are building an addition to the Milwaukee Elvtr. in the Co-burg yards is incorrect. We are not building and do not contemplate doing so.—Simonds-Shields Grain Co.

The Atlas Cereal Co. has bot the property of the Atlas Oats Co. The company will be incorporated with a capital stock of \$150,000 with W. L. Eastlake, pres., John F. Kendig, vice-pres., and Wm. Holt,

P. Gordon Willis, traffic mgr. for the Hall-Baker Grain Co. for the past 5 years, has resigned and opened an office for handling overcharge and shortage claims on grain and grain products shipments. He grain and grain products shipments. He will also act as traffic mgr. for several local grain firms.

Several grain commission firms of this city are advocating a plan to install 1,000-bu. lot future trading in wheat in this market. If this is successful corn and oats will be added later. They think it would be of benefit to small elvtr. operators using this market for hedging.

The A. J. Poor Grain Co. brot sui against the Western Union Telegraf Co against the Western Union Telegraf Co. and received judgment for \$712.50 damages on account of an alleged error in the transmission of a telegram. The grain company charged a telegram from a customer at Randall, Kan., Aug. 4, 1913, was made to read "Buy 50,000 bus. December wheat around 89" when, in reality, the correspondent had sent orders to buy only 15,000 bus. Sale of the 35,000 bus. composing the balance was accomplished at a loss of \$712.50, the grain company alleged. loss of \$712.50, the grain company alleged.

ST. LOUIS LETTER.

Fred Puff, at one time a big factor in grain circles here, died Nov. 1.

Robert Graham, son of George Graham, formerly of the Graham & Martin Grain Co., died at Aberdeen, S. D.

The Exchange Elvtr., operated by the H. Albers Commission Co., has been declared irregular for grain deliveries.

The Missouri Grain Dealers Ass'n hold its annual meeting the last week in January, probably Jan. 26 and 27.—J. A. Gunnell, sec'v.

The suit brot by Attorney General Bar-ker of Missouri, to prevent the Merchants Exchange from weighing or supervising the weighing of grain, will not be tried until

Joseph Albrecht has taken over the old Anthony Kuhn brewery plant and converted it into a grain elvtr. and warehouse, with a capacity of from 65,000 to 75,000 bus. It is being operated under the name of the Reliance Elvtr. & Warehouse Co.

Clifford Corneli, of the Schisler-Corneli Seed Co., has been admitted to membership in the Merchants Exchange on transfer from Sam S. Pingree. Fred Schlafly, of Aviston, Ill., has bot the membership of Harry G. Bailey, formerly mgr. of the grain pit business for the Elmore-Schultz Grain Co.

MONTANA

Buffalo, Mont.—H. C. Ward is now mgr of the Farmers Elvtr. Co.

Jefferson, Mont.—B. F. Antonsen has built a 33,000-bu. elvtr. here.

Toledo sta. (Havre p. o.), Mon elvtr. has been built at this station

Ismay, Mont.—The Geo. C. Bagley Elvtr. co. operates a 25,000-bu. elvtr. here.—X

Ulm, Mont.—The new 5,000-bu. elvtr. of the Sheridan Mfg. Co., of Sheridan, Wyo., is rapidly nearing completion.

Clyde Park, Mont.—The Bozeman Mg. Co. has bot the elvtr. of the Occident Elvtr. Co. at this place as well as at Wilsall.

Bynum, Mont.—The Gallatin Valley Mlg. Co., of Belgrade, has bot and taken possession of the elvtrs. of the Farmers Elvtr. Co. at this place and at Bole.

Telstad, Mont.—W. L. Snyder is agt. of the 20,000-bu. elvtr. of the St. Anthony & Dakota Elvtr. Co. at this station.—W. J. Prendergast, agt. St. Anthony & Dakota Elvtr. Co., Devon.

Helena, Mont.—The up-to-date 25,000-bu. elvtr. and seed cleaning plant, for which the T. C. Power Co. recently let contract, have been completed. A E. Holtby has been placed in charge.

Ekalaka, Mont.—A 35,000-bu. elvtr., 60-bbl. mill and warehouse, 30x80 ft. and 50 ft. high, engine room and office building are being built by a company of which L. R. Rolfe is pres. A 50-h. p. oil engine will be installed. will be installed.

Fairview, Mont.—E. G. Carey is mgr. of the Farmers Elvtr. Co. and the Fairview Co-operative Elvtr. Co., which have con-solidated. The building formerly occupied solidated. The building formerly occupied by the Farmers Elvtr. Co. has been sold to Ben Hardaway.—F.

Fort Benton, Mont.—The Greely-Schmidt Elvtr. Co. has secured a site on the Great Northern right-of-way and let contract for a 30,000-bu. up-to-date elvtr. which will be completed by Dec. 1. The crection of another elvtr. by a milling company is planned for this station. planned for this station.

NEBRASKA

Friend, Neb.-P. J. Mullin has painted his

Ellis, Neb .- Orion Miller is now with the Farmers Elvtr. Co.

Valparaiso, Neb.agt. of the Omaha Elvtr. Co.

Ashland, Neb.-A farmers elvtr. company is being formed to build an elvtr.

Hoag, Neb.—Rolla Arthur has resigned as mgr. of the Farmers Elvtr. Co., effective Dec. 1.

Allen, Neb.—The Farmers Co-operative Elvtr. Co. has been incorporated with a capital stock of \$20,000.

Wabash, Neb.—The Lincoln Grain Co. ill repair its elvtr. and reopen it with H. H. Gerbeling as agt.

Bertrand, Neb.—W. M. Bruce has moved to Holdrege and left his elvtr. here in charge of his son, Harold.

Germantown, Neb.—C. Foster, formerly ith the Germantown Grain Co., will with the Germantown G build an elvtr. in Colorado.

Armour, Neb.—Chas. Dewey is the new agt. for the Dobbs Grain Co. and H. S. Steele for the elvtr. of C. M. Linn.

Stromsburg, Neb.—Albert Sprague, formerly in the grain business here, died at Nebraska City Nov. 11, aged 68 years.

Eldorado, Neb.—The state railway commission had granted a grain warehouse license to the Farmers Co-operative Co.

Gibbon, Neb .-- The Grange Co-operative Elvtr. Co., which recently took over the elvtr. of the Omaha Elvtr. Co., has retained Roy Leach as mgr. for the present.

Germantown, Neb.—The Farmers Grain Co. has installed a manlift, Richardson Automatic Scale, piping and made general repairs. I accepted the position as mgr. Sept. 12.—F. W. Leger.

Ashland, Neb.—Fire Oct. 28 destroyed the Ashland Mill & Elvtr., containing 2,500 bus. of wheat, 600 bus. of corn, 200 bus. of oats and some rye. The cause is unof oats and some rye. The cause is unknown but it is that to have started from a spark from a passing locomotive. \$10,000, fully covered by insurance.

Arcadia, Neb.—Victor A. Malin is wanted in Valley county for disposing of mortgaged grain. It is alleged that he sold a wagonload of wheat, valued at \$84.70, and that the grain was mortgaged. Then he went to Texas and will be brot back at an expense exceeding the value of the

Tekamah, Neb.—The Farmers Elvtr. Co. is at liberty to rent bins to its stockholders to store grain until prices suit them and grain may be bot and taken into the elvtr. on an agreement given the seller right to be paid therefor at prices governing 30 to 60 days ahead according to Atmospherical Pood, who considers the torney General Reed, who considers the warehouse law unconstitutional. The elvtr. company has taken out no license under this law and does not wish to come under its provisions.

OMAHA LETTER.

An incipient blaze, starting from a hot box, was discovered Nov. 17, eating at the main shaft at the elvtr. of the Merriam & Millard Co. and was extinguished with a loss of only \$300.

Omaha, Neb.—F. S. Cowgill, pres. of the Trans-Mississippi Grain Co. and for the past 17 years in the grain business here,

will move to Chicago, Ill., where he will act as vice-pres. and director of the Bart-lett-Frazier Co. He will continue as pres. of the Trans-Mississippi Grain Co.

At the annual meeting of the Grain Exchange John B. Swearingen was elected pres., Barton Millard 1st vice-pres., J. A. Linderholm 2nd vice-pres., F. H. Brown treas. and Frank P. Manchester sec'y. John T. Buchanan, of the Omaha Elvtr. Co., H. L. Olsen, of the Holmquist Elvtr. Co., and C. E. Niswonger, of the Blanchard-Niswonger Co., were elected to serve for 3 years as directors. for 3 years as directors.

Jeremiah Delaney, grain dealer and owner of 4 elvtrs. in this state, has brot suit for \$50,000 against the Cavers-Sturtevant Co. and the Omaha Grain Exchange, alleging that the defendants have refused to handle his grain and have injured his credit. He says the defendants asserted that he declined to submit a business dispute to arbitration according to the rules of the Grain Exchange.

NEW ENGLAND

Brattleboro, Vt.—L. L. Marsh is building an elvtr. here.

Charlestown, Mass.—R. W. & R. R. Kendall have succeeded the Casino Grain Co.

St. Albans, Vt.-The St. Albans Grain Co. will enlarge and make improvements in its quarters.

Salem, Mass.—The C. A. Ketchum Co. is building an elvtr. to replace the house which burned recently.

Westbrook, Me.—The Westbrook Farmers Union has let contract for a 22x40 ft. wooden grain warehouse.

Calais, Me.—Four-year-old Perley Morrissey was crushed to death beneath several bags of grain while playing in his father's grain house.

Ludlow, Vt.—I was mgr. for Burditt Bros. for 19 years and, since the connection has been severed, I have been buying and selling grain for G. T. Guild & Co.—

Boston, Mass.—The friends of Edward F. Clapham have presented him with a diamond studded watch fob in celebration of his return to this city as representative of Fagg & Taylor, of Milwaukee, Wis.—M.

Boston, Mass.-E. J. Kilduff, who for years has been New England represent-ative of the Western Elvtr. Co., of Chiactive of the Western Edvir. Co., of Chicago, Ill., states that he expects no immediate effect on his business relations because of the sale by his company of its Manitowoc elvtr. to the Bartlett-Frazier

Shortage of grain with consequent higher prices is feared by leading dealers as the effect New England will feel from as the effect New England will feel from the car congestion now existing on rail-road systems between New York, Pitts-burgh and other points in the Middle West. The dealers point out that the rail-road conditions are growing worse instead of better. Their anxiety is heightened by the fact that the New England trade is at present buying lightly.

present buying lightly.

Boston, Mass.—Many new members were added to the Chamber of Commerce at the buffet lunch which was a feature of the election meeting on the floor of the 'change, Nov. 16. Among the new members were representatives of many grain firms having headquarters in Boston. For the past year efforts have been made to swell the membership over the 5,000 mark, and it is understood that this was accomplished by the number of new members gained at the annual meeting. Eight directors were elected. With them rests directors were elected. With them rests the election of a pres. of the Chamber for the ensuing term .- M.

NEW JERSEY

Camden, N. J.—S. C. Woolman & Co. incorporated; capital stock, \$125,000. The company will handle grain, flour and hay.

NEW YORK

Brooklyn, N. Y.—Culver Ferguson, pres f the Brooklyn Hay & Grain Co., die

Attica. N. Y.—We are operating a grain and bean elvtr. here.—Wm. L. Ayrault, and bean elvtr. here.— with Belden & Co., Inc.

Ogdensburg, N. Y.—Bill, Bell & Co., operating an elvtr. and mill here, have made improvements in their plant.

Seneca Falls, N. Y.—Definite plans have not yet been made regarding an elvtr. and storage warehouse at this city.—W. C. Hollister, sec'y Chamber of Commerce.

Middleport, N. Y.—Between 7,000 and 8,000 bus. of wheat crashed thru 2 floors of the plant of the Thompson Mlg. Co. of the plant of the Thompson Mig. Co. Nov. 14 and landed in the basement, causing a loss of several thousand dollars to the building and machinery. The wheat will be removed to the company's plant at

BUFFALO LETTER.

I have entered the grain business on my own account.—T. J. Stofer.

C. C. Lewis has been appointed trustee for the bankrupt Alder-Stofer Grain Co.

The Union Elvtr., a wooden structure built in the early '60s, is now being wrecked. It is owned by the Lackawanna R. R. but has not been in operation since

Albert A. Engle, who formerly owned a feed mill and the Shreck Elvtr. which burned several years ago, died Nov. 15 of apoplexy. He was also interested privately in the grain business.

NEW YORK LETTER.

Memberships in the Produce Exchange are selling for \$1,100, which is \$365 more than last spring.

Jos. R. Johnson and Geo. H. have applied for membership in the Produce Exchange and W. C. Schillhius has been admitted to membership.

A petition to the board of mgrs. of the Produce Exchange is being circulated by the members, to install a stock quotation board in the smoking room or on the floor, similar to the facilities furnished at Chicago.

NORTH DAKOTA

Zenith, N. D .- A 5,000-bu. elvtr. is under construction for the Farmers Elvtr. Co.

Clifford, N. D.—The Farmers Elvtr. Co. installed a new cleaner.-A. A. Lee, Hatton.

Galesburg, N. D.—The Farmers Elvtr. Co. has bot a new cleaner.—A. A. Lee,

D.—The Forbes Equity Exchange has installed a large grain cleaner at a cost of \$500.

Sanish, N. D .- I am mgr. of the recently completed elvtr. of the Farmers Grain & Trading Co.—W. B. King.

Garrison, N. D.—T. F Norton was elected mgr. or supt. of both of our elvtrs. on Nov. 1.—Equity Farmers Elvtr. Co.

Portland, N. D.—The new 40,000-bu. elvtr. of the Farmers Elvtr. Co. was completed Nov. 15.—A. A. Lee, Hatton.

Hankinson, N. D.—H. E. Heimendinger, of Paynesville, Minn., is looking for a site on which to build an elvtr. and a 100bbl. mill.

Ryder, N. D.—The Farmers Equity Elvtr. Co. is building a 32x50 ft. addition to its elvtr. It will be 25 ft. high and will have a capacity of 25,000 bus.

Belfield, N. D.-N. J. Steffen, who lost his elvtr. here by fire recently, has bot the Minnesota & Western line of elvtrs. at this city, South Heart and Beach.

Reynolds, N. D.-The Duluth Elvtr. Co. is out of business. Arthur Daniels is now agt. of the National Elvtr. Co. Our profits last year were 200%. We expect to handle about 400,000 bus, of grain this year.—John Murphy, mgr. Farmers Elvtr. Co.

Griffin, N. D .- The Bowman Equity Exchange operates a 30,000-bu. elvtr. here with M. M. Morser in charge.—Wm. H. Bollock, agt. Western Lumber & Grain

Max, N. D.—The Podhola Grain Co. will install an electric plant in connection with its new elvtr. which will furnish 800 lights.—Sam Harchesko, agt. Minnekota Elvtr.

Esmond, N. D.—During a recent storm, John Bengson, agt. of the Great Western Grain Co., slipped on the icy driveway at the elvtr. and fell, breaking his arm at the

Fort Clark, N. D .- The Fort Clark Elvtr Co. is a private company. E. G. Rickel is pres. and Martin Strand sec'y. Since the completion of its elvtr. Oct. 25 until Nov. 15 it shipped 4 cars of grain.—X.

Killdeer, N. D.—The Farmers Elvtr. Co. organized and bot the elvtr. of the Winter-Truesdell-Ames Co. for \$6,700. It will take possession as soon as the house is empty of grain. L. E. George is sec'y and treas. grain. L. E. George is sec'y and treas. d S. V. McCarthy has been retained as and S.

The elvtr. N. D.-Elvir. Co., which has been operated by the Imperial Elvtr. Co. in connection with its own house, burned Nov. 10, together with 2 carloads of grain. The loss, which is small, is covered by insurance. The elvtr. was built 32 years ago.

Munster sta. (New Rockford p. o.), N. D. Munster sta. (New Rockford p. 6.), N. D.

—We are handling coal, wood, posts and
flour at the elvtr. we recently took over
from Ole Arnegard. We expect to install
a feed mill as soon as the rush is over. I
have been retained as mgr. and buyer.—Fr. Dunham, mgr. Munster Equity Elvtr.

Hannaford, N. D .-- The elvtr. of the Ely Salyards Co., containing about 15,000 bus. of wheat, burned Nov. 9. Loss, \$20,000. The fire is that to have been caused by a spark from a passing locomotive. The loss on the building and the grain is coered by insurance and the elvtr. will be

Fryburg, N. D.-We are not connected with the Farmers Union Elvtr. Co. here. Our elvtr. is an independent house, owned by the farmers at Belfield, whose elvtr. there burned down about 5 weeks ago. We did about 3 times as much business this year as last.—G. A. Meisner, mgr. Fryburg Grain & Trading Co.

Ardoch, N. D.—Guy Jorgenson, mgr. the Farmers Elvtr. Co., was sever burned about the face and head Nov. when a can of gasoline exploded in the engine room of the elvtr. He was stoking the fire in the stove when the gasoline can tipped over and the oil became ignited. The building caught fire but the blaze was quickly extinguished.

guickly extinguished.

Berwick, N. D.—Fire Nov. 5 completely destroyed the elvtr., which the Imperial Elvtr. Co. recently took over from the Heising Elvtr. Co. The cause of the fire is not known. The elvtr., owned by O. O. Sheggeby, of Granville, and Ludwig Foss, of this city, was also destroyed. Loss on the building is \$4,000 and between \$2,000 and \$3,000 on the grain. Both the elvtr. and \$3,000 on the grain. and grain were insured. Both the elvtr.

Ashland, O.—An elvtr. will be built by ne recently organized Farmers Equity

St. Marys, O.—The Lock Two Grain & Mlg. Co. has built an addition to its implement house.

Dodson sta. (Brookville p. o.), O.—Adolph Macy has bot the elvtr, of G. A. Detamore.—G.

Proctor siding (no p. o.), O.—De Bolt & Niswonger, of Thackery, are rebuilding their elvtr. on the S. T. & P. Electric Line.—G.

Bluffton, O.—Eli Stettler has sold his interest in the elvtrs. of Stearns, Hochstettler & Stettler. The business will now be conducted as Stearns & Hochstettler.—G.

Versailles, O.—J. E. Wells and others, who bot the elvtr. of W. C. Hile, will operate as the Home Grain & Supply Co.—G.

St. Johns, O.—No new elvtrs. being built or old ones repaired. The wet weather has put most dealers out of business.—Runkle Grain Co.

Deshler, O.-A movement was started to form a farmers elvtr. company here and, if this is done, the company will buy one of the elvtrs. at this point.—X.

London, O.—Farmers Co-operative Grain & Merchandise Co. incorporated; capital tock, \$20,000; incorporators, James F. Gallagher, Wm. Snyder and others.

Xenia, O.-C. R. Bales has taken over the lease on the elvtr. here that has been operated by the Dewey Bros. Co. and will conduct the business under his name.—G.

Fremont, O.—The Peoples Elvtr. & Supply Co. has closed the deal with the Wolf Bros. Elvtr. Co. for its property at this station, Erlin, Wayne and Garrison. The purchase price was \$13,300.

Blanchester, O.—J. S. Dewey, a former pres. of the Ohio Grain Dealers Ass'n, is seriously ill and his death is expected at any time. A telegram of sympathy has been sent him by the ass'n.

Trebeins, O.—I have let contract for a warehouse, in connection with a large elvtr., to the Burrell Engineering & Construction Co. which will also furnish all the machinery.—C. O. Miller.

Grafton, O.—The Grafton Mill & Supply Co. incorporated to buy grain, hay, straw, flour and coal; capital stock, \$20,000; incorporators, F. J. Harpster, pres., J. E. Murbach, sec'y, and Hoyt Caley, treas. and mgr.—J. E. Murbach, Elyria.

Waverly, O.—Edward Stritmatter of the Grimes-Stritmatter Grain Co., of Portsmouth, has purchased all of the holdings of J. B. Johnston, of the Pee Pee Mlg. Co. at this point. The property includes a flour mill, detached grain elvtr. and hay wavelenge.

Kingston, O.-We Ringston, O.—we are improving our recently acquired elvtr. and mill, building an addition to the elvtr. which will give us 20,000 bus. storage capacity. It has 2 dumps and can handle from 3,000 to 5,000 bus. of grain per day.—H. H. Snyder, Kingston Mig. Co.

Middletown, O.—Fire was discovered in the hay warehouse of the Sebald Grain Co. Nov. 7 and caused a \$600.00 loss to its stable and warehouse. The fire dept. did some heroic work in saving the elvtr. which is located about 20 ft. from the burned buildings.—G.

Cincinnati, O.—The Grain & Hay Exchange considered a proposition at its regular monthly meeting, to make it a more distinctive body by issuing certificates at \$500 each and increasing the dues, which are now \$25, entitling the holder to all privileges, to \$100.

Bellevue, O.—J. Buckingham has bought the half interest of C. A. Heyman in Elvtr. "A" at this point. This plant has been operated by the Farmers Grain Co. Mr. Buckingham is now sole owner and will operate same for his own account after Jan. 1, and has resigned as mgr. of the Farmers Grain Co., effective Jan. 1.—G.

Hamilton, O.-Work has been started on Hamilton, O.—Work has been started on our new 5,000-bu. fireproof eivtr. and 2-story warehouse, which will be 42x110 ft. The Burrell Engineering & Construction Co. has the contract. We will not move our headquarters to this city until some time in 1916 as the buildings will not be ready for occupancy before next spring.—Payne & Eikenberry Co., Camden.

Cincinnati, O.—A proposition to limit the trading in grain, on the floor of the Chamber of Commerce, to grain dealers and brokers only will soon be voted upon by members of the Hay & Grain Exchange. This would eliminate from the floor a number of active traders, who represent distilleries, breweries and other large consumers of grain. It would also prevent clerks acting on the floor for their principals. principals.

OKLAHOMA

Grover, Okla.—The Farmers Elvtr. Co. has built a new elvtr.

Carnegie, Okla.—S. F. Ferrill, of Lawton, is now agt. of the Chickasha Mlg. Co.

Wetumka, Okla.—B. W. Mackey is now mgr. of the elvtr. and mill of H. M. Brazil.

Kremlin, Okla.—The Farmers Elvtr. Co. is building new coal bins north of its elvtr.

Amber, Okla.—The elvtr. of the Wheatland Grain Co. was totally destroyed by fire Nov. 13.

Hobart, Okla.—J. W. Enochs, of Temple, has secured a position with the Hobart Mill & Elvtr. Co.

Traber sta. (Miami p. o.), Okla.—I will ship grain and hay in car lots. We have no elvtr. at this station.—Ethan Venis.

Enid, Okla.—The Dazey-Moore Grain Co., of Ft. Worth, Tex., has opened a branch office in this city. H. C. Adams is mgr.

Dewey, Okla.—Bert Gillespie, of Yale, has not engaged in the grain business here and there is no report that he will do so.—X.

Fairview, Okla.—The Home Builders Protective Ass'n has succeeded Haley & Henkle and retained L. P. Henkle as mgr. for 6 months.

Hooker, Okla.—Roscoe Hall has succeeded George Meader, who resigned as mgr. of the Hooker Equity Exchange to go to Pierceville, Kan.

Yeager, Okla.—C. D. Wood, of Holdenville, is building an elvtr. He has bot an old school house and will use it for storage, installing machinery for husking and shelling corn.

Eagle City, Okla.—We have improved our plant, installing a Western Pit Sheller, cleaner, 20-h.p. engine, manlift and electric lights.—Ernest E. Thom, mgr. Farmers Product & Supply Co.

Amorita, Okla.—The Farmers Federation built a 14,000-bu. elvtr. on the C. R. I. & P. to replace its house which burned some time ago. J. L. Vance is mgr. and has the plant leased until next June.—Frank Loeser.

Oklahoma City, Okla.—Cozart Grain & Elvtr. Co. incorporated; capital stock, \$5,-000; incorporators, C. B. Cozart and W. E. Gwynn, of Woodward, and Geo. L. Moore, of this city. The company has leased the site of the old Capital Elvtr.

El Reno, Okla.—The El Reno Mill & Elvtr. Co. has let contract for a 1,000-bbl. addition to its flour mill which will make the plant the largest in the state. It will be of concrete and glass construction and will be equipped with up-to-date machinery.

OREGON

Astoria, Ore.—The foundation for the new elvtr. of the Port Commissioners has been finished and bids for the superstructure were opened Nov. 23.

Portland, Ore.—A successor has been chosen to fill the vacancy in the governing board of the Chamber of Commerce, caused by the death of Robert Kennedy last summer.

Portland, Ore.—The Albers Bros. Mlg. Co. has removed its grain office from its warehouses and mill to the Railway Exchange Bldg. and now have one of the finest offices in the city.

PENNSYLVANIA

Washington, Pa.—Slater R. Mounds and Harry E. Zelt have succeeded the Washington Grain & Feed Co.

Vandergrift, Pa.—We have just completed an addition to our grain warehouse and are installing a belt driven corn crusher and a direct connected motor driven feed grinder for custom work. The machinery has already been purchased.—Ekin Bros.

Pittsburgh, Pa.—D. W. Camp, Jr., has been placed in charge of the recently established office of the Toledo Grain & Mlg. Co., of Toledo, O.

Pittsburgh, Pa.—B. McCracken & Son incorporated to deal in grain, hay and mill products; incorporators, C. H. Carnahan, W. H. Ritenour and J. C. Remsberg.

PHILADELPHIA LETTER.

Repairs have been made on the marine leg of the Port Richmond Elvtr.

In the suit brot by Henry L. Egolf & Co. against the Philadelphia & Reading Ry. to recover \$80,000 damages for the destruction by fire of its grain and feed warehouse in 1914, a verdict was given in favor of the defendant. It was alleged that the fire was started by a spark from a shifter and this was defended on the ground that the shifter was equipped with a spark arrester.

SOUTH DAKOTA

Corsica, S. D.—J. D. Hofer has painted his elvtr.

Rowena, S. D.—The German Grain Co. has built a new office.

Bath, S. D.—I am agt. of the Empire Elvtr. Co.—R. R. Jones.

Rauville, S. D.—J. J. Peters is now mgr. of the Rauville Grain Co.—F.

Canova, S. D.—Farmers are forming a company to operate an elvtr. here.

Ipswich, S. D.—H. A. Stevens is now mgr. of the Farmers Equity Exchange.—F.

Mina, S. D.—E. C. Wheelock is now mgr. of the Farmers Co-operative Exchange.—F.

Vermillion, S. D.—Wm. J. Thompson has succeeded J. H. Borin as agt. of the Mc-Caull-Webster Elvtr. Co.

Fife sta. (Aberdeen p. o.), S. D.—The Fife Equity Exchange has engaged in the grain business with W. Kamen as mgr.

Keldron, S. D.—Percy Case, of Morristown, is now working at the recently acquired elvtr. of the Keldron Equity Exchange.

Freeman, S. D.—J. J. Pollman and Mike K. Hofer are figuring on wrecking their elvtrs. and rebuilding next summer.—Farmers Land, Loan & Grain Co.

New Underwood, S. D.—I am mgr. of the Farmers Elvtr. Co. It has been incorporated with a capital stock of \$5,000 by L. B. Judson, H. H. Pinney and others.—J. H. Borin, formerly agt. McCaull-Webster Elvtr. Co., Vermillion.

St. Mary's sta. (Howard p. o.), S. D.—Mark Wertz, of Woonsocket, has wrecked his elvtr. at Wentworth and moved it to this station. It will have a capacity of 17,000 bus, and will be operated under the name of the Farmers Elvtr. on the C. & N. W. R. R. The other elvtr. here is owned by J. T. Scroggs with H. Haxly as aggt.—X.

Milbank, S. D.—The suit against the Northwestern Elvtr. Co., Great Western Grain Co., Pacific Elvtr. Co. and the McCaull-Webster Elvtr. Co., charged with unfair discrimination in the purchase of grain, with the intent and purpose of creating a monopoly and destroying competition, has been dismissed as it was found that the companies had not violated the laws of the state.

Tyndall, S. D.—James Hanlan, aged 20 years, was smothered in a wheat bin at the elvtr. of the Farmers Elvtr. Co. Mr. O'Neill, mgr. of the elvtr., was moving wheat from one bin to another, and as the bin was nearly empty, Hanlan went up into it to clean it out. About 5 minutes later when Mr. O'Neill noticed that the wheat had stopped running, he attempted to clean the spout and he felt a foot. As the suction was not very great, the theory is that he must have fainted and been dragged down in this condition. He had been subject to fainting spells.

SOUTHEAST

Raleigh, N. C.—The recently incorporated Raleigh Grain & Mlg. Co. is the only grain firm here.—X.

Macon, Ga.—The National Mlg. Co. has installed a Hall Signaling Grain Distributor in its elytr.

Richmond, Va.—Walter F. Ferrell, mgr. of the Saginaw Mlg. Co., was married Nov. 11 to Miss Ethel Jones.

Selma, Ala.—Frank W. Gaines, Sr., of Gaines & Ross, is dangerously ill and little hope is entertained for his recovery.

Columbia, S. C.—The Jordan Grain & Provision Co. has been organized by J. N. Jordan and T. L. Brics to engage in business in this city.

Tampa, Fla.—R. W. Miller, who recently went to a hospital at Baltimore, Md., to undergo an operation, has returned and may not have to have it performed.

Birmingham, Ala.—Ray Henderson has brot suit against the W. M. Cosby Flour & Grain Co. for \$1,000 damages, claiming that on Aug. 10 he was hurt while stacking up bales of hay.

Fairmont, W. Va.—The B. F. Evans Co. has gone out of business and I have succeeded it. I am not doing anything in the grain brokerage business at present.—J. W. Stiffler.

Mobile, Ala.—Eugene Butler, of Meridian, Miss., has moved to this city and engaged in the grain brokerage business with Mr. Partridge, operating under the name of the Partridge-Butler Co.—Hayward & Woods, Meridian, Miss.

TENNESSEE

Dyersburg, Tenn.—The Ewell Mlg. Co. has its new plant in operation.

Lenoir City, Tenn.—The Town Creek Mlg. Co. has installed a Hess Drier.

Nashville, Tenn.—The Hermitage Elvtr., owned by the III. Cent. and the Southern Railroads, was damaged to the extent of \$500 by a recent fire.

Nashville, Tenn.—An estimated loss of \$2,000 was entailed Nov. 16 when fire, originating in the wheat cleaner, broke out in Elvtr. "B" at the Liberty Mills.

Knoxville, Tenn.—Lewis & Adcock, grain dealers, were given judgment in a suit brot by them against the Southern Ry. Co. for the burning of their plant several months ago. Lewis & Adcock claimed a spark from one of the railway company's locomotives was responsible and the railway company alleged that the fire was due to faulty wiring.

TEXAS

Lubbock, Tex.—J. W. Graves & Co. have succeeded Graves & McWhorter in the grain and coal business.

Tuscola, Tex.—We have succeeded B. M. Holland and operate a warehouse. There is no elvtr. at this station.—Holland & Ralch

Hamilton, Tex.—The elvtr. of the Hamilton Mill & Elvtr. Co., owned by H. M. Weiser, which burst Sept. 12, has been rebuilt.

Dallas, Tex.—Edmundson-Ford Grain Co. incorporated; capital stock, \$20,000; incorporators, W. L. Edmundson, H. H. and E. C. Ford.

Lufkin, Tex.—The grain warehouse of the Falvey-White Grain Co., and contents, burned Nov. 13. The loss, which is placed at \$12,000, is partially covered by insurance.

Godley, Tex.—Seventeen years ago J. Howard Ardrey attended the first annual meeting of the Texas Grain Dealers Ass'n, held in Galveston, and for some time was identified with the grain trade in this section. Later he became identified with the City National Bank of Dallas and recently has been made vice-president of the National Bank of Commerce, New York City. His many friends in the grain trade will be pleased to know of his advancement and all wish him continued success.

Grocer, Tex.—Gus Roberts has sold his interest in the Gus Roberts Grain Co. to Sam Cannon, of Hanby, who has been associated with him for some time. Mr. Cannon has taken charge of the business and Mr. Roberts is planning to open a grain brokerage office. brokerage office.

Garland, Tex .- A permanent organization was formed here for the purpose of building a public elvtr. The house will have a capacity of 50,000 bus. and will cost approximately \$15,000. F. W. White is pres., A. R. Davis vice-pres. and Z. S. Armstrong sec'y-treas. of the organization.

strong sec'y-treas. of the organization.

Galveston, Tex.—A conference was held at this city Nov. 18 between H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, and E. Lasker of the Texas Star Flour Mills, H. Hickman, sec'y of the Board of Trade, J. J. Davis, mgr. Galveston Wharf Co., P. A. Crane and J. S. Ryder, of the J. Rosenbaum Grain Co., Chas. Dukes, of the Hall-Baker Grain Co., and local railroad officials, to consider the request of shippers that grain be inspected on arrival instead of when placed at the elevators, thus relieving the shippers of responsibility for deterioration or loss during any delay in handling. Mr. Dorsey and a com'ite of three will visit New Orleans and perhaps other ports to learn the methods of handling inspection elsewhere.

FT. WORTH LETTER.

H. G. Rogers is now in charge of the office of the Stowers Grain Co., succeeding Stowers, who has moved to Kansas W. B. St. City, Mo.

S. E. Chadwick is pres. and I am treas. and general mgr. of the recently incorporated Chadwick Grain Co. We have no elvtr. but do a general grain business with offices in the Bewley Bldg.—K. U. Chadwick wick.

offices in the Bewley Blag.—R. U. Chadwick.

The Julian A. Ivy Grain Co. and the Walker Grain Co. have secured temporary injunctions to prevent the Southwestern Telegraf & Telefone Co. from cutting them off the long distance service. The plaintiffs allege that their business with the telefone company often amounts to \$2,000 a month and that on account of its size they keep a close check on the time; that there has been a difference in regard to the amounts due and that the telefone company is threatening to deprive them of service unless settlement is made on the basis which it claims to be correct. The court's order requires the telefone company to make connections without prepayment of charges on the same terms as are granted to plaintiffs' competitors and with the same right, privileges and facilities as are given to other solvent persons and corporations engaged in like business and to the public in general.

UTAH

American Forks, Utah.—The American Forks Co-operative Co. has installed a grain chopper in its elvtr.

Ogden, Utah.—Work is progressing on our new feed mill and also on our addi-tional grain storage.—Utah Cereal Food

WASHINGTON

Winona, Wash.—We have only a private elvtr. here which holds about 2 cars of wheat. The large elvtr. formerly located at this point burned June, 1914, and was not rebuilt.—L. H. Palmer.

Tacoma, Wash.—The city council is investigating to ascertain whether or not the addition to be built to the grain warehouse of P. J. Fransiolo & Co. will cost 40% or more of the original building. If it will cost more the addition will have to be made ratproof according to the city

WISCONSIN

Stanley, Wis.—The Stanley Produce Co. has enlarged its elvtr. and installed a Sprout Waldron Attrition Mill and a corn crusher. These will be driven with direct motor power, doing away with all belts and pulleys.

Thorp, Wis .-- Work is progressing on the elvtr. under construction for E. Crane.

Osceola, Wis.—The Osceola Mill & Elvtr. o. will install a Side Hopper Boss Car Loader.

Chili, Wis.—We have just opened our new 9,000-bu. elvtr.—Chili Co-operative

Stockholm, Wis.—Martin Larson, for several years in the grain business here, died Nov. 7, aged about 70 years.

Manitowoc, Wis.—The Bartlett-Frazier Co. will operate the 3,000,000-bu. terminal elvtr. of the Western Elvtr. Co. after elvtr.

West Bend, Wis.—The capacity of the elvtr. of the Young America Power, Light & Mlg. Co. is being increased to 5,000 bus. Other improvements are also being made.

Superior, Wis.—Assessments on the Great Northern R. R. grain elvtr. property, amounting to \$887,000, were stricken from the rolls on the order of the board of review. It decided that the elvtrs. were an indispensable part of the railroad sys-

Rodell sta. (Fall Creek p. o.), Wis.—We have leased the elvtr. of the McGuire Hay & Grain Co., of Chippewa Falls, with the privilege of purchasing it if we wish to at the end of a year. We are operating it in connection with our elvtr. at Fall Creek.—Niebuhr & Son, Fall Creek.

—Niebuhr & Son, Fall Creek.

Clintonville, Wis.—The Cargill Grain Co. has completed a new up-to-date elvtr. on the site of the old house which was dismantled a few weeks ago. The new house is 26x32 ft., 50 ft. high and contains 10 large grain bins. Connected with this is a 30x60 ft. warehouse and a 20x50 ft. lime house and coal shed. It also contains a modern office on the outside of which is the scale with the beam inside.

MILWAUKEE LETTER.

H. W. Davis has succeeded Archie Mac-Fayden, who resigned after acting as door-keeper of the Chamber of Commerce for 48 years.

Chicago & Northwestern Ry, has an-Chicago & Northwestern Ry. has announced that the following rule, recently published, is now in effect at Milwaukee: On interstate shipments of grain stopped at Milwaukee to be cleaned, milled, malted, or otherwise treated in transit, and on which the lawfully published rate from point of origin to Milwaukee is 10c per 100 lbs. or more, the Chicago & Northwestern Ry. will absorb switching charges for return movement from elevator or inwestern rty, will absorb switching charges for return movement from elevator or industry to point of connection with that road. The Northwestern has heretofore declined to absorb switching charges in either direction on grain handled in tennet.

The E G. Hadden Co. was forced to suspend business Nov. 24 on account of its inability to realize on assets. The company has been in business for 33 years company has been in business for 33 years and expects to resume in the near future. It claims that it had over 2,000,000 bus. of grain of customers on its books. A detailed statement will be given out in a few days. E. J. Grimes, representative for the Cargill Grain Co., took care of 750,000 bus. of long wheat at Chicago, Ill., acting for a com'ite of those interested, which is 80% of the trades, and the remainder has been taken care of by others. The company did business for customers all thru the northwest and represented many Minneapolis grain firms so that the effect of its failure will cover a large territory.

WYOMING

Burns, Wyo.—The new elvtr. of the Farmers Elvtr. Co. is now in operation.

Lusk, Wyo .- The O'Donnell Grain Co. is looking for a desirable site and will probably erect an elvtr. next year.

Parkman, Wyo.-We are buying some wheat in carload lots but have no elvtr.-E. T. Polley, per Elmer H. Polley.

For good ROADS Minnesota this year is expending \$3,000,000.

Count that day lost, Who's low descending sun Sees prices shot to pieces And business done for fun.

Supply Trade

No one lies awake thinking of your business: out of print, out of mind.—Montreal Star.

MILWAUKEE, WIS.—E. Bockshe, T. and Cohn have incorporated the Modern Grinder Co., with a capital of \$10,000.

HOLSTEIN, WIS .- The Jno. Lauson Mfg. Co. has opened a consulting engineer's office in Chicago. Irwin D. Groak will be in charge.

BIG ADVERTISEMENTS are food for thought and action upon which the public loves to feed. It is also a "food" upon which the broadminded and farseeing advertisers have thrived and grown great.-M. V. Kelley.

KANSAS CITY, Mo.—The Richardson Scale Co. will soon have ready for market a complete line of standard scales, also a recording and type registering beam, which will be manufactured at its plant in this city.

CHICAGO, ILL.—The Ellis Drier Co. this week received contract from Masuda, Kobe, Japan, for a 750-bu. per hour continuous feed drier to handle Manchurian corn and beans. Also contract from the Chicago Grain & Salvage Co. for a 1,000-but are hour drier to be present at Create bu, per hour drier to be erected at Cragin.

WILBURTON, KAN.—William Haden, of Wichita, who had been building an elevator here, died suddenly Nov. 13 while at work. The cause of his death is said to be heart disease. Mr. Haden was the father of S. L. Haden of the Western Construction Co., and was 67 years of

CHICAGO, ILL.—Eager to get the best results as to tariff legislation and mindful that the way is thru united action, the Illinois Manufacturers Ass'n has called a conference of manufacturers to meet in Chicago Dec. 7. All organizations of Chicago Dec. manufacturers have been invited to send

Wichita, Kan.—The White Star Co. issues a booklet that will be of great help to the prospective builder of a grain elevator. This booklet gives the price and fotografs of many of the elevators built by the company, also the insurance rate on each. In many instances the rate has been cut from \$4.00 to \$1.65 and \$1.75.

WASHINGTON, D. C.—The vigorous protest by manufacturers against the enforcement of the treasury export regulations Jan. 1 as voiced by the delegation calling upon the Department Nov. 11 has resulted in the promulgation of a reprint of the order with explanatory text. A simplified form of shipper's export declaration has been prescribed. The oath may be taken before any notary public instead of be-fore a collector of customs. Copies of way bills will be accepted in lieu of manifests. Goods will be permitted to pass out of the jurisdiction of the United States if the carrier gives bond to produce export declarations within 15 days. Copies of the new pamphlet will be sent on application to the department of commence in the Buro of Foreign and Domestic Commerce.

Changes Proposed in Spring Wheat Rules at Chicago.

A spirited contest between two fac-tions of the Chicago Board of Trade developed at the hearing Nov. 12 before Commissioner Funk of the Illinois Public Utilities Commission on the proposed change in the grades of spring wheat.

The opposition to the change was headed by C. H. Canby, appearing as an individual, not as pres. of the Board, C. E. Gifford, L. F. Gates and the attorney of

the Norris Grain Co.

Favoring the change were the Grain Com'ite of the Board, C. B. Pierce holding the floor much of the time, with J. P. Griffin, W. N. Eckhardt and B. A. Eckhart. Geo. E. Marcy was non-committal, expressing a desire as a warehouseman that the authorities of the state make the rules so that his firm could obey the statutes of Illinois as well as the regulations of the State Grain Registrar's office, having been informed that the require-ment of the Warehouse Commission of notation on the back of the receipt showing the gross bushels with dockage was contrary to law. Others present were Ralph Schuster, chairman of the Grain Com'ite, Adolph Gerstenberg, J. J. Fones, E. F. Rosenbaum, G. A. Wegener, Frank B. Rice, J. E. Brennan, J. C. F. Merrill, Frank Hotchkiss, and A. Kempner.

Hitherto the question has been of academic interest, but this year the large crop of spring wheat and velvet chaff made that grain relatively cheaper and the warehousemen are in a position to exercise their privilege of delivering upon contract whatever is the cheapest at

the moment.

Instructed the directors of the Board of Trade the Rules, Legal Advice and Grain Com'ites of the Board jointly, on Oct. 8, 1915, recommended that action be taken to amend the grain inspection rules, and that the Grain Com'ite be asked to draft the proposed phraseology; and this was now read to the Commission by Ralph Schuster, chairman of the Grain Com'ite, as follows:

CHANGES SUGGESTED IN WHEAT RULES.

1 Hard Spring Wheat shall be sound No. 1 Hard Spring Wheat shall be sound, bright, sweet, dry and consist of over 50 per cent of hard Scotch fife, and weigh, if clean, not less than 58 lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to make it clean.

No. 1 Northern Spring Wheat must be northern grown spring wheat, sound, dry and of good milling quality, and must contain not less than 50 per cent of the hard varieties of spring wheat and may contain not to exceed 15 per cent of velvet chaff wheat, and weigh, if clean, not less than 57½ lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to make it clean.

No. 2 Northern Spring Wheat shall be northern grown spring wheat, not sound and heavy enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat and may contain not to exceed 15 per cent of velvet chaff wheat, and weigh, if clean, not less than 56 lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to not provided to the state of the subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to not provided to the subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to not provided to the subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to not provided to the subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to not provided to the subject to a dockage per bushel to the subject to a dockage per bushel to the amount of foreign matter which must be removed from it to not per subject to a dockage per bushel to the amount of the subject to a dockage per bushel to the amount of the subject to a dockage per bushel to the subject

make it clean.

No. 1 Durum Wheat shall be bright, sound, dry, and be composed of Durum. commonly known as macaroni wheat, and weigh, if clean, not less than 60 lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to make it clean.

No. 2 Durum Wheat shall be of good milling quality. It shall include all durum wheat that for any reason is not suitable for No. 1 durum, and weigh, if clean, not less than 58 lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to make it clean.

No. 1 Velvet Chaff Wheat shall be bright, sound and dry and weigh, if clean, not less than 61 lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to make it clean.

No. 2 Velvet Chaff Wheat shall be sound, may be slightly bleached or shrunken, but not good enough for No. 1, and weigh, if clean, not less than 59 lbs. to the measured bushel. Such wheat, not clean when inspected, shall be given this grade subject to a dockage per bushel equal to the amount of foreign matter which must be removed from it to make it clean.

Note.—All mixtures of different varieties of spring wheat that are of sufficiently good quality to grade, if clean, No. 2 or better, shall be inspected subject to dockage.

Note.—When spring wheat contains more

age. Note.—When spring wheat contains more than ½ lb. to the bushel of rye or barley, or more than 4 lbs. of wild oats, or answers to any of the descriptions given in Rule 11, it shall not be graded subject to dockage. Rule 11, it shall not be such dockage in wheat dockage.

Note.—The amount of dockage in wheat in the customary

dockage.

Note.—The amount of dockage.

Note.—The amount of dockage.

is to be ascertained in the customary manner by the use of sieves.

Memo.—Eliminate note at the bottom of page 8 of the inspection rules, reading of page 8.

memo,—Elminate note at the bottom of page 8 of the inspection rules, reading as follows:
"Note.—In No. 1 hard spring, Nos. 1 and 2 spring, Nos. 1 and 2 durum, Nos. 1 and 2 velvet chaff, where dockage is used, the word 'clean' is eliminated."

Memo.—Eliminate the second note on page 20 of the inspection rules, reading as follows:

Note.—Spring wheat which if cleaned

page 20 of the inspection rules, reading as follows:
Note.—Spring wheat, which if cleaned would be good enough to grade No. 1 Hard, No. 1 or No. 2 Northern, No. 1 or No. 2 Velvet Chaff, No. 1 or No. 2 Durum, and all mixtures of these different varieties of spring wheat, that would, if cleaned, grade No. 2 or better, shall be given these grades, subject to a dockage per bushel equal to the weight of the dirt, seeds and foreign grain that would have to be removed by cleaning in order to entitle the wheat to the grade given it. The dockage to be ascertained in the customary manner by the use of sieves.

The Grain Com'ite also recommends that the rule adopted by the Railroad & Warehouse Commission of the State of Illinois on Oct. 22nd, 1913, and which reads as follows:

"All grain inspected subject to dockage, if placed in public elevators, must be kept separate in the elevators from grain graded without dockage. Receipts issued for the same shall be for the net bushels only, and when the grain is inspected out of store, dockage shall be placed upon it by the same method as was used in the original inspection."

be rescinded, and the following rule be promulgated as a substitute:

promulgated as a substitute:

"For all grain inspected subject to dockage, if placed in public elevators, the receipts issued shall be for the net bushels accertained by deducting from the gross weight of the grain as unloaded the number of pounds of dockage placed upon it by the inspector. When such grain is inspected out of store, proper dockage shall be again ascertained and placed upon it by the inspector by the customary method."

The spokesmen for the grain com'ite declared that in their opinion the wording of the rules as suggested in the foregoing did not change the grading; it was merely a change in phraseology; but was desirable, as instead of obscurely placing a grain grade qualification in a foot note all of the determining factors were placed in one paragraph for each grade, so that no one could be misled by reading the rules, by failing to read the foot note.

The opposition contended that the word "clean" is left out in the suggested rule, and therefore makes an actual change in the grade, the old rule at present in force No. 1 Hard Spring Wheat shall be sound, bright, sweet, clean, and consist of over 50% of the hard Scotch Fife, and weigh not less than 58 lbs. to the measured bushel.

The same change in the phraseology was made in all of the seven grade rules for No. 1 and No. 2 spring, northern, durum and chaff.

C. B. Pierce: In order to have the records of the Registration Department clear it would be well to have the gross weight entered on the back of the receints.

Mr. Pierce read a letter from the Van Dusen-Harrington Co. stating that at Minneapolis in loading wheat out of a public elevator on a receipt calling for 60,000 lbs. there would be loaded out 62,000 lbs., the 2,000 lbs. being dockage.

The attorney of the Norris Grain Co.

read the constitution of Illinois and the statutes showing that it is unlawful to deliver out on a warehouse receipt anything other than the identical kind of grain described in the receipt; and in his opinion wheat with dockage dirt was not the same thing as clean wheat.

Mr. Canby gave a definition of "grade," that it must state the specific attributes; that the buyer must know what class or quality of grain he is to receive on contract: that clean means not over of dirt per bu, and read an opinion by Henry S. Robbins that the method of issuing receipts with the gross weight on the back was illegal.

Mr. Griffin said the directors rejected Mr. Robbins' opinion because he was not an expert on grades, and the dockage system was the only fair and equitable method of handling wheat. It was not an innovation, and there had been no complaint from the elevator man nor from

the country.

Mr. Canby read a letter from the Hecker-Jones-Jewell Milling Co., of New York, stating that while they were in position to handle wheat with dockage they preferred to have the standard based on

Mr. Funk: "I will present this to the entire Commission and we will give it our earliest consideration."

THERE is nothing certain about speculation, except the war tax and commission.—C. A. King & Co.

Louis Muller & Co., Baltimore, Md., have been made defendants in a suit for alleged breach of charter brot by Furness, Withy & Co., Ltd., West Hartlepool, England. The foreign firm claims that by refusing to load a vessel for which they had signed a charter, Louis Muller & Co. caused them a loss of \$8,398.68.

Owing to severe damage to winter wheat in the southwest from the excessive rains, which have more or less malted the wheat, taking most of the gluten and quite a bit of the starch out of con-siderable of it, the winter wheat millers have been forced into the northwestern markets for choice spring for blending to give their flour strength. In fact, winter wheat millers everywhere are doing the same thing. Again, millers in Minneapolis have in past years bought heavily of choice turkey hard winter wheat in the southwest, but they are not getting any this year. This southwestern demand for spring wheat and the additional demand from spring wheat millers means a steady and keen competition for all the choice spring wheat, and, in our opinion, ultimately some higher prices must result for the choice wheat and the futures.—C. Thayer & Co.

Grain Carriers

PHILADELPHIA had 1,000 cars of grain on track Nov. 18 waiting to unload.

An embargo has been placed by the Chesapeake & Ohio Ry. against shipments of oats to Newport News for export.

RAILROADS have canceled their tariffs proposing increased freight rates on export grain from Missouri River points.—P.

FREEMAN, S. D., Nov. 20.—The Great Northern Ry. is short of cars at some points.—Farmers Land, Loan & Grain Co.

A RECORD was established on Nov. 9 for the passage of grain thru Sault Ste. Marie, when 910,000 bus. of wheat were sent thru the locks.

Contracts for the construction of 63 locomotive engines recently were awarded by the Pennsylvania Railroad Co. for delivery early next year.

TWENTY STEAMERS with 4,351,000 bus. of grain cleared at Fort William for eastern ports Nov. 16, establishing a record for the season at that port.

Foreign built vessels added to American registry since enforcement of the act of Aug. 18, 1914, numbered 168 with gross tonnage of 574,244 on Nov. 13, 1915.

Arguments will be heard by the Interstate Commerce Commission in December in the complaint of the Royal Milling Co. against the Great Northern.—P.

ANN ARBOR Ry. has filed a brief with the Interstate Commerce Commission defending its minimum carload rates on oats from Manitowoc, Wis., reshipped at Milwaukee.

Briefs involving rates on wheat from Oklahoma points to Memphis have been filed with the Interstate Commerce Commission by the C. R. I. & P. and other carriers.—P.

Western Maryland will change its designated hold point for the reconsignment of grain, grain products and hay from Cumberland to Hagerstown, Md., effective Dec. 1.

INTERSTATE Commerce Commission has dismissed the complaint of Herb Bros. & Martin, Pittsburg, Pa., against rates on oats from Indiana to New York via Pittsburg.—P.

RATE ON GRAIN by boat from Illinois points to Pekin has been increased by the state public utilities commission, which on Nov. 5 vacated the order suspending such increases.

Great Northern Ry. has filed a brief in the complaint of the Pillsbury Flour Mills Co., defending its rate of 7½c per 100 lbs. on durum wheat from Duluth to Anoka, Minn.—P.

Toledo is reported as facing a serious car shortage and the Produce Exchange has appealed to the Interstate Commerce Commission for relief, estimating that nearly 1,000,000 bus. of grain is being unduly delayed.

Grain dealers and millers of Utah and Idaho have complained to the Interstate Commerce Commission of the grain rates on the Denver & Rio Grande Ry. to California points. It is alleged that the rates discriminate against the trade of Utah and Idaho and the Commission is asked to establish more equitable rates.—P.

Carriers have filed a brief in the rate increase case in western classification territory on the run-by and set-back of grain. They defend the \$2 per car charge for this service.—P.

The Inland Navigation Co., New Orleans, La., has launched the first of a fleet of 36 river barges which will ply the Mississippi and tributary rivers. The barge was launched at Jeffersonville, Ind., Nov. 16.

Pere Marquette Ry. has added a fifth steamer with a capacity of 30 freight cars to its car ferry fleet at Milwaukee. The company anticipates a heavy movement of east bound freight this winter across Lake Michigan.

The Southwestern Millers League and others have filed a brief with the Interstate Commerce Commission attacking the advance of 2½c per 100 lbs. in the rate on wheat from western Oklahoma to Memphis, Tenn.—P.

Interstate Commerce Commission has ordered the Chicago & Northwestern Ry. to refund \$25.05 to the Douglas Co. as reparation for unreasonable charges collected on corn shipped to Cedar Rapids, la., from various points.

ALABAMA & VICKSBURG RY. has been instructed by the Mississippi Railroad Commission to establish a rate of 3c per 100 lbs. on grain and grain products between Vicksburg and Meridian. Jackson Board of Trade was the complainant.

INTERSTATE Commerce Commission on Dec. 8 will hear the application at Chicago of the E. J. & E. Ry., seeking authority to continue a lower rate on grain from Joliet and Plainfield, Ill., to Chicago than is in effect from Normantown.—P.

Grain firms sustaining losses thru the recent Galveston flood are expecting an early settlement with the railroads as the result of a joint com'ite of railroad and grain men appointed at a recent meeting in Oklahoma City. The salvage wheat is being marketed.

FOR DISCRIMINATION i rates on a line elevator the Minnesota Insurance Dep't has fined the National Union Insurance Co., of Pittsburgh, Pa., \$100, indicating that the Dep't intends to strictly enforce the anti-discrimination provisions of the new fire insurance law.

Chicago & Alton Ry, has been ordered by the Interstate Commerce Commission to refund \$223.50 with interest to the Zenith Milling Co. for refusal to absorb switching charges on grain at Kansas City. The interest is at 6% and dates from Sept. 1, 1911.—P.

Application of the Illinois railroads for a 5% increase in freight rates on intrastate traffic, hearing of which was recently held at Chicago, was opposed by many commercial and shippers' organizations, which argued that even the present rates are too high. State Public Utilities Commission will render its decision in the near future.

The latest Mississippi River navigation project is announced as the Inland Navigation Co., with offices at New York, St. Louis and New Orleans, and capital stock of \$9,000,000. Capt. John H. Bernhard of New Orleans, who last year endeavored to organize a company to carry freight from Minneapolis to the Gulf, is active in the new company. He says that rates between the points touched will be reduced to 75% of the present rail rates. The first barge now in construction at Jeffersonville, Ind., will be completed next spring.

INTERSTATE Commerce Commission will hear the third and last phase of the Western rate advance case at St. Louis, Mo., Nov. 29. This docket includes proposed increases in rates on grain and grain products in Western Classification Territory and carload minimums on grain products.

Kansas City, Mo.—At the hearing to be held in this city Dec. 22 by the Interstate Commerce Commission on the proposed advance in carload minimums from 30,000 to 40,000 lbs. a protest will be made by millers of the Southwest who met here Nov. 12. They will ask the Commission to keep the minimum the same as on intrastate traffic, which is 30,000 lbs.

The Steamer Alfred P. Wright, with 107,000 bus. of wheat, bound from Duluth, burned in the Portage River near Calumet, Mich., on Nov. 16. The grain and what is left of the vessel are now under water, but it is believed an effort will be made to salvage the cargo by Fort William underwriters. The wreck at present blocks the channel and entrance to the harbor so immediate action is necessary.

Interstate Commerce Commission has found that the Louisville & Nashville Ry. has been charging unreasonable rates on shipments of distillers' corn, rye and malt from Louisville, Ky., and Cincinnati, O., to Kellers, Silver Creek, Lair, Athertonville, New Hope, Coon Hollow, and Withrow, Ky., and that road has been ordered to immediately publish and apply rates which will not be in excess of the rates charged prior to Feb. 10, 1910.

Western Trunk Lines in Circular 11-B quotes rules governing the privilege of shipping grain or grain products to stations where elevators, mills, cleaning houses, malt houses, or factories are located and shipping therefrom certain designated products at the difference between the rate paid to transit station and the thru transit rate from point of origin, as shown by surrendered freight bills or credit tonnage slip, to transit destination. Effective date of the rule is Dec. 10.

ILLINOIS Public Utilities Commission heard arguments of Illinois railroads, at Chicago on Nov. 9, seeking a general increase in freight rates of 5% and ½c per mile in passenger rates. This increase would enrich the Illinois roads \$15,000,000 annually, and the Illinois Manufacturers Ass'n, the Chicago Ass'n of Commerce, and other organizations defending the shipping interests, maintain that on the basis of 1913 earnings the increase is entirely unnecessary. The St. Louis Business Men's Ass'n on Nov. 15 will ask the Interstate Commerce Commission to increase the Illinois rates, charging discrimination in favor of Illinois cities on intrastate business.

One cause of delay to box cars has been that it has not usually been practicable to charge demurrage on cars loaded with export grain consigned to elevators located at the seaboard. Your com'ite has represented to the traffic assins that the greatest congestions have occurred when the export elevators are filled with grain, and it is, therefore, impossible to unload the cars consigned to them. The point has further been made that this situation would be improved if the storage rates applicable to grain in the elevators should also apply to the grain in cars which cannot be unloaded into the elevators. Report of Comite on Relations between Railways at the Nov. 17 meeting of the American Ry. Ass'n.

WISCONSIN Freight Relief Ass'n, representing 40 organizations of the state, has filed complaints with the Interstate Commerce Commission and the Wisconsin Railroad Commission asking for adjustments of freight rates to central and northern points in the state. The ass'n believes these points are being discriminated against in both interstate and intrastate traffic

Interstate Commerce Commission has directed the Dayton Ry. to refund \$6 to Anderson Bros. for overcharges on corn from Ohio to Georgia; the Hocking Val-ley Ry. \$24 to the American Hay & Grain ley Ry. \$24 to the American Hay & Grain Co. for overcharges on corn from Ohio to West Virginia; the C. R. I. & P. \$41 to the Russell Gates Co., excessive rates on corn from Nebraska to Colorado; N. & C. Ry., \$13 to Chattanooga Feed Co., corn from Alabama to Georgia; C. R. I. & P., \$20 to Scott County Milling Co., wheat between Missouri points.—P.

PROPOSED INCREASES in minimum weights were considered at a meeting Nov. 20 at Chicago called by Henry L. Goemann and attended by representatives of the state ass'ns, National Ass'n and leading terminal markets. Mr. Goemann, who was appointed by the Grain Dealers National Ass'n at the Peoria meeting to confer with the railroad officials on the proposed with the railroad officials on the proposed minimums, was chairman of the meeting and Geo. A. Schroeder, mgr. of the trans-portation department of the Milwaukee portation department of the Milwaukee Chamber of Commerce, acted as sec'y. The Illinois Grain Dealers Ass'n was represented by Pres. Victor Dewein of Warrensburg, J. C. Aydelott of Pekin, chairman of traffic com'ite, A. C. Strong of Decatur, attorney, and E. B. Hitchcock, Decatur, sec'y. J. S. Brown represented the Chicago Board of Trade, C. A. Magnuson the Minneapolis Chamber of Commerce, Chas. F. Macdonald the Duluth Board of Trade, and C. J. Austin the New York Produce Exchange. The increases recommended will be presented to the special com'ite of the Central Freight Ass'n by Mr. Goemann.

Twin Elevators at Menno, S. D.

The two new elevators at Menno, S. D., owned by the Shanard Elevator Co., of Bridgewater, S. D., and J. J. Decker of Menno, are as nearly duplicates as the builder, Levi D. Wait, could make them, except that the Shanard house has an annex and Mr. Decker's house is 2 ft. longer and 2 ft. higher. They are shown in the and 2 ft. higher. They are shown in the engraving.

The house of the Shanard Elevator Co The house of the Shanard Elevator Co. is 24x25 ft., 40 ft. to the eaves, equipped with 5-h.p. gas engine, scales and manlift. It contains nine bins of 20,000 bus. capacity, 12-ft. work floor, and office 12x 20, with annex 24x30 ft. The pit and all underneath is concrete, absolutely rat proof. Walls and roof are covered with galvanized iron. galvanized iron.

galvamzed iron. From engine the power is transmitted by 5-inch belt to tight and loose pulley, to countershaft, with chain to 38-inch head pulley. There is no spouting whatever below the work floor, the six side bins emptying direct into the back pit, which holds 300 bus. of grain. The elevator legs have 5½x10-inch Empire Buckets

THE FIRST CALENDAR of the season comes from The Globe Mills of El Paso, Tex., and bears a water color portrait of a lady so beautiful that you won't dare hang it in your office without your wife's

Feedstuffs

F. G. Myers, Foxhome, Minn., is installing a feed mill adjacent to his grain elevator

THE NATIONAL Milling Co., Macon, Ga., is enlarging its mixed feed plant at that

Fire has destroyed the feed plant of the Immel Feed & Milling Co., Canal Dover, O., the loss being reported as in excess of \$100,000.

J. D. Gibbey has organized the Fidelity Feed & Grain Co., Salamanca, N. Y. He was formerly manager of the Chesbro Milling Co. of that city.

THE FLEISCHMANN Co., Sumner, Wash., has placed its new grain drying plant in operation, converting wheat into a dairy feed for which there is a big local de-

J. F. Heffernan of the United States Sugar Feed Co., Milwaukee, Wis., at present alderman of the 23d ward, is being boomed for mayor by his many friends

THE BAYKADE Co., Terre Haute, Ind., has been incorporated with \$10,000 capital stock by J. E. Beggs, S. M. Hoffheimer and M. J. Freiberg to manufacture cereal products.

THE WORD WONDER has been registered by Chapin & Co., Inc., Hammond, Ind., as a trade-mark descriptive of its horse, cattle, sheep and poultry food, claiming use of the term since 1905.

SHORTAGE OF ALFALFA meal at Boston will be relieved with arrival of vessels held up in Panama Canal. Boats backed out of canal and made trip around Cape Horn. Will arrive about Nov. 15.—M.

An injunction has been issued against the Ohio Board of Agriculture restraining it from collecting or demanding payment of the \$20 feedstuffs tax. At the end of that time the Ohio Millers State Ass'n expects a speedy judgment in final settlement of the controversy.

Fire recently damaged the feed and grain warehouse of H. B. Cassel, delphia, Pa., to the extent of \$1,000.

THE NATIONAL Warehouse Co., East St. Louis, Ill., has been consolidated with the Dixie Mills Co., the latter name being retained. The new organization has a capital stock of \$52,000, and the following are the incorporators: Fred Deibel, R. F. Deibel and Charles Deibel.

THE ALFALFA Products Co., Warsaw, Ind., is contemplating the manufacture of human foods from alfalfa. Among the foods being considered are flour, coffee and tea substitutes, sugar, syrup, candy and breakfast foods. The company is seeking a donation of ten acres of land from the local chamber of commerce.

THE NOWAK MILLING COR., Buffalo, N. Y., has registered the following four new trade-marks as descriptive of its brands of horse, stock, cattle and poultry feed: Vim-O-Lene, set in a design with a maltese cross within a circular border; Pure-Mo-Lene, within a heavy black circle with the drawing of a horse's head; Domino, worked into a design with the drawing of a domino, and Butterine, printed in heavy block type across the design of a churn.

Exports of Feeding Stuffs.

Exports of feeding stuffs during September, 1915, compared with September, 1914, and during the nine months ended Oct. 1, 1915, compared with the corresponding period ended Oct. 1, 1914, according to the report of the United States Buro of Statistics, were, in tons, as follows

	Septem	ber.	9 mos. ended Oct. 1			
. 1	914.	1915.	1914.	1915.		
Bran and middlings Dr. Grns. and	362	1,834	1,950	13,267		
mlt. spts. Mill feeds	$\frac{59}{581}$	$\frac{165}{3,862}$	$\frac{29,062}{34,150}$	1,661 14,514		

OIL CAKE AND OIL CAKE MEAL (LBS.)-
 Corn
 819,395
 2,350,572
 36,438,262
 27,496,019

 Cottonseed
 meal
 10,696,490
 12,127,722
 24,428,524
 133,829,122



New Modern Elevators at Menno, S. D.

Patents Granted

Seed Tape. No. 1,160,279. (See cut.) Edward E. Gray, Plano, and David E. Gray, Highland Park, Ill., assignors to American Seed Tape Co., Chicago. The seed tape comprises a plurality of thicknesses of fibrous material secured together by an adhesive, seeds secured between the thicknesses and a reinforcing means extending lengthwise.

Seal. No. 1,160,856. (See cut). Harry M. Cooper, Oak Park, Ill. The seal comprises a strip having one end divided longitudinally and formed into a pair of hooks extending on opposite sides of the strip, the other end of the strip being formed with body portions adapted to overlie each other and to be secured together at edge portions to provide a relatively flat housing for the insertion of the hooks.

Grain Drying Apparatus. No. 1,160,053. (See cut.) Prince Elias Djandieri and Sergei Shapow, Petrograd, Russia. Heating devices are arranged around the interior of an enclosed chamber, and placed to surround a rotatable perforated cage. Grain is inserted into the cage thru the top of chamber, with means provided at the bottom for discharging. The air inside the chamber may be rarefied and the vapor drawn off.

Seed Tape Machine. No. 1,160,278. (See cut.) Edward E. Gray and David E. Gray, Hinsdale, Ill., assignors to American Seed Tape Co., Chicago. A tube inserted into the receptacle containing the seed is directed to the material for forming the tape, suction or fluid pressure being alternately created in the tube. The tube or tubes are on a wheel so that their open ends will pass thru the seeds, which fall on the tape where it is partially folded.

Grain Car Door. No. 1,159,651. (See cut.) Charles A. Creapo, St. Paul, Minn. A pair of channel members are arranged to engage the inner faces of door uprights, the lower ends of the channel members being secured to the floor. Spaced bosses are formed adjacent to the upper ends, straddling the uprights. One of the bosses is provided with means upon its inner surface to secure it to the upright. Closure means for doorway work within channel members.

Elevator. No. 1,160,523. (See cut.) Jacob H. Morrow, Eureka, Ill., assignor to Hart Grain Weigher Co., Peoria, Ill. Combined with the elevator is an adjustable boot, a conveyor directing mechanism supported in the boot and movable therewith, conveying

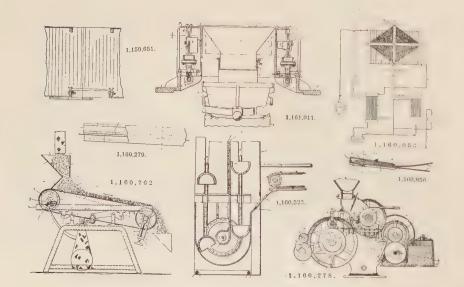
mechanism supported to be driven within the elevator body connected with and supporting the boot in a suspended relation and a fixed partition in the elevator housing and a similar partition in the boot movable relatively in substantial contact as the boot may be raised or lowered.

Weighing Device. No. 1,161,011. (See cut.) Thos. J. Sturtevant, Wellesley Farms, Mass., assignor to Sturtevant Mill Co., Boston. The weigher comprises a tare scale beam and a connected weighing scale beam, an inclosing casing for said weighing instrument, two parts extending thrusaid casing, one connected to the tare scale beam and the other to the weighing scale beam, means for supporting a bag or container from said two parts outside of the casing and flexible diaphragms extending between said two parts and the casing to prevent entrance of dust or particles to the bearings of the tare and weighing beams through that portion of the casing through which said two parts extend. An electric contact is carried by the beam within the casing making contact with a second contact positioned within the casing.

Automatic Weighing Apparatus. No. 1,-160,762. (See cut.) Henry Richardson, Passaic, N. J. The weigher comprises a receiving hopper provided with a discharge adapted to regulate the flow of material therefrom, the upper portion of the hopper having two vertical walls and two walls placed at an angle, and the lower portion of the hopper being inclosed by three walls placed at an angle and suited to the angle of repose of the material to be weighed, the front of the lower part of the hopper being open forming a discharge, an inclined flexible traveling conveyor adapted to receive and travel with and under the influence of the weight of a stream of material, a drum over which the conveyor passes, a friction wheel rotative with the drum, weighing mechanism yieldingly supporting the drum, a registering device, and means for operating the registering device, including a friction wheel co-operative with the weighing mechanism and movable in contact with the side face of the other wheel.

WE WOULD NOT be without the Grain Dealers Journal.—J. W. Boyd Grain & Commission Co., Joplin, Mo.

Following the National corn exposition held in Brazil last July, the com'ite in charge of the agricultural section of the exposition is now asking for samples of American grown corn on the ear. These will be shown, with numerous fotografs, at the next annual corn exposition, which will presumably be held at Sao Paulo.—Consul Geo. H. Pickerell, Para.



Seeds

THE WESTERN SEED Co., Portland, Ore., has been incorporated with \$10,000 capital stock.

Nebraska Seed Co., Omaha, Neb., has increased its capital stock from \$50,000 to \$150,000.

SAVAGE, MONT., Nov. 10.—Flaxseed crop small, compared with last year.—A. B. Anderson, mgr., Farmers Co-operative Ass'n.

THORNTOWN, IND., Nov. 17.—Little clover seed harvested here; quality fair; none being offered; some 1914 seed still in farmers hands.—R. S. Stall & Co.

The Lubbock Sudan Grass Seed Ass'n has been incorporated at Lubbock, Tex., with \$54,000 capital stock. Incorporators are P. F. Brown, R. Martin and W. A. Bacon.

Winnipeg, Man., Nov. 10.—Total estimated flaxseed acreage, 520,000 acres; yield, 8.2 bus.; total estimated yield, 4,264,000 bus. Amount inspected to date is do,000 bus.; compared with 1,147,300 bus. by Nov. 2, 1914.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Melrose, O.—Weather conditions here were such that we did not save any oats for seed purposes, and as yet we have not been able to find any seed that would come up to the requirements of our trade as to quality.—Theo. Burt & Sons.

Lubbock, Tex., Nov. 16.—We have no clover, alsike, timothy, blue grass and very little millet this year. Farmers have good crops of maize, kafir and feterita, with some carried over from last year. Plenty of Sudan grass seed.—Lubbock Grain & Coal Co.

RICHMOND, VA., Nov. 19.—Clover and other grass crop seeds in this section are not saved, the crops being used almost exclusively for feeding. We have had a favorable season on corn and cow peas and the quality of both is much better than for years.—Diggs & Beadles.

Toledo, O.—There is some talk in the local market of changing the basis of clover trading from bushel to cwt. Other markets use the cwt. basis. We think the wishes of the trade are important in a matter of this kind. We would be glad to hear from dealers how they feel about it.—Southworth & Co.

Howard S. Patrick, pres., Rudy-Patrick Seed Co., Kansas City, Mo., was married recently to Miss Grace G. Cutler of Los Angeles, Cal. Mr. Patrick went to California several weeks ago to visit the exposition, keeping secret the real purpose of the trip until telegrams to Kansas City broke the news.

Harlan, Ia., Nov. 18.—Acreage of clover, timothy and alfalfa will be large. Blue grass last season was practically a failure owing to dry weather. Tendency here is to hold some seed owing to war and seed companies are watching progress with both eyes. Prices will be stronger later on.—Green Valley Seed House.

Ottawa, Ont., Nov. 18.—Clover did better for a second cutting of hay than it did for seed. Threshing results have been comparatively light. The frequent rains made too rank a growth of plant, and much of the seed failed to mature, notwithstanding the promising bloom. Alsike was much better for seed than red clover.—Dept. of Trade & Commerce.

AMERICAN MUTUAL SEED Co., Chicago, Ill., has been incorporated with \$60,000 capital stock by A. A. Berry, J. F. Summers, J. F. Sinn and A. F Galloway.

Winona, Kan.-With 230 acres of millet in one field L. A. Jordan of this city is probably the largest grower of millet in the world. A United States government farm service man recently took several photographs of this field, which threshed out 35 bus. per acre, or 8.050 bus.

INTERSTATE Commerce Commission has found, in the complaint of the J. G. Peppard Seed Co., Kansas City, Mo., that the rates of the Atchison, Topeka & Santa Fe Ry. in transporting sorghum and cane seed from Kansas City to Texas points were not justified. The carrier has been ordered to apply rates on such shipments not to exceed the rates which were formerly in effect.

SINCE RUST, unlike smut, is not transmitted to the crop thru diseased seed, the use of grain from rusted crops is not regarded as dangerous. L. Hillner, a German scientist, reports that cases where yellow rust was particularly severe and where also the output of grain was much reduced were found to show severe attack from foot or stalk disease, or from diseases due to other causes.

Northrup, King & Co., Minneapolis, Minn., have recently purchased eight acres of land, facing 1,800 feet on the Great Northern and 550 feet on the Northern Pacific Ry., upon which will be erected new buildings to replace the presented. ent St. Louis Park warehouse. tract for the erection of warehouse and cleaning plant has been awarded the Hickok Construction Co. Offices of the company will be maintained at the present location.

Waterloo, Neb., Nov. 22.—Little clover or timothy is grown in this section, but the amount this year will be smaller than a year ago. An acute situation exists a year ago. An acute situation exists here in respect to all seed crops and we believe that any seed will be thankfully accepted before long. Many in the trade have supplies of good 1914 corn, but seed from the present crop is poor. If vitality of the 1915 corn can be maintained until it is artificially dried it may be available for seeding purposes.—J. C. Robinson Seed Co.

Government's Comment on Seed Crops.

Flaxseed quality on Nov. 1 was reported by the United States Dep't of Agriculture as 6% above the 10-year average and yield was given as 9.8 bus. per acre. The crop suffered injury from frost in parts of Montana and North Dakota and contact the complete of the contact are sufficient to the contact are suf

sequently is scabby.

The clover seed yield, reported as 1.7 bu. per acre, is better than the average in the Atlantic Coast states, but below the average in the north central states, or those where most of that seed is produced. Continued moist weather is held duced. Continued moist weather is held responsible, creating conditions favorable for blighting of the heads. The heavy for blighting of the heads. The heavy loss in the north central states is offset somewhat by the favorable crops in Missouri, Kansas, Kentucky, Tennessee, Montana and Idaho and by the increased

acreage thruout the west.

The sorghum grains, milo, kafir and feterita, showed an average yield of 28.4 bus. per acre. Unusually good conditions for the growing of sorghums existed in Texas and New Mexico, but the productions of Variance and Olympia was a conditional transfer of the production of t tion of Kansas and Oklahoma was only fair, owing to excessive moisture. Ok-

From the Seed Trade.

Toledo, O.—Some seaboard dealers and importers bought considerable French seed on a fair average quality basis. Prices have advanced and some of the seed tendered on such contracts indicate a very poor quality. It was a very un-businesslike way of making contracts for the distant future. French seed should soon arrive more freely. Seaboard dealers have some hedges out here for March which they will cover as they dispose of their foreign seed. Very little will be shipped here.—C. A. King & Co.

JANESVILLE, WIS., Nov. 17.—Clover of all varieties will be a very small yield; very little was saved for seed and that is turning out light. Timothy was a good crop; had rainy weather when the farmers should have cut their hay and consequently a great many fields were cut for seed; think the crop about half marketed. Blue grass seed not grown in this section for seed. There will be a small quantity for seed. There will be a small quantity of clover held over from last season. Do not think the war will have much if any effect on the farmers as far as the holding of seed is concerned.—Helms Seed

DECEMBER clover seed is now selling at stiff premium over March. We hear talk of the December experiencing more difficulty than the October shorts in making delivery, figuring present stock of prime here won't be available, assuming, of course, that present owners have not hedged with December or none hedged at all. Lack of ocean tonnage may make a big difference in calculating the amount Lack of ocean tonnage may make a of foreign seed to be shipped to this country. It's pretty well known that Europe raised the seed, and it's for sale. Lack of men to harvest it and war risk in shipping makes the final outcome very uncertain. Fifty thousand bags already contracted for is the average estimate. Some say sixty, others forty. Supposing fifty reaches this shore, won't it all be wanted? The season 1911-1912 seed sold above \$14 in Toledo, Toledo receipts were about 38,000 bags. Imports that season were around 150,000 sacks, 220 pounds to the sack. It was all used up. That year the five central states had some seed. This year they raised a little trash, and will be buyers instead of sellers.—J. F. Zahm

Imports and Exports of Seeds.

Imports and Exports of Seeds.

Imports and exports of domestic, and re-exports of foreign seeds during September, 1915, compared with September, 1914, and for the nine months ended Oct. 1, 1915, compared with the corresponding period ended Oct. 1, 1914, as reported by A. H. Baldwin, chief, Buro of Statistics, were in pounds, as follows:

September. 9 mos. ended Oct. 1, 1914. 1915.

IMPORTS—

IMPORTS-Castor
Beans, bu.
Flaxseed,
bus.
Red clover
Other
clover
grasses
1 27,818 846,978 675,891 1,118,040 1,361,087 6,843,717 10,410,959 2,724 22,046 4,732,326 7,984,906 2,706,274 1,276,299 17,057,492 8,828,980

grasses 1,361,599 576,064 29,861,968 23,153,120 EXPORTS—

Other grasses 305 85 706

THANKS for the quick results from my recent classified advertisement in the Grain Dealers Journal.—W. B. Tiffany, Galva, Ill.

lahoma's yield, however, is above the Seed with Almost Human Intelliusual yield. gence.

The sour grass of South Africa has peculiar drought-resisting qualities. The seed of the sour grass is one of the mar-vels of plant life, its actions under certain conditions being such as to raise a doubt as to whether it is really a seed or an insect. The body is shaped like a torpedo and is equipped with a long tapering tail. When magnified, the seed is seen to be studded all over with sharp, stiff bristles, set backward, while on the head is a horny spike, sharp as a needle, with a crown of harpoon points at its base. The seeds not only drift about with the wind but cling to the backs of with the wind but cling to the backs of animals, and even penetrate the skins of animals and human beings, causing both discomfort and danger.

When water is sprinkled on a bunch of the seeds a curious phenomenon results. The seeds first disentangle themselves. The seed head is next lifted clear of the ground by the tail and the needle point is then thrust into the damp soil by a continuous pressure of the bent tail against the ground, this movement continuing until the seed is imbedded in the soil. The whole operation takes about 15 minutes. Here the seed lies dormant until the til a little rain falls, which insures the safe sprouting of the plant. Thus equipped the sour grass thrives in spite of the severe drought against which the sweet grass is helpless.-Popular Mechanics.

Canary Seed of Seville.

The district adjacent to Seville, Spain, The district adjacent to Sevine, is said to produce 5,000 tons annually of is said to produce and in the world. The the finest canary seed in the world. The quality of the seed, compared with that grown in Cordoba and the northern congrown in Cordona and the northern consular districts, insures a steady market and high prices. The bulk of the bird-seed is exported to England, where it is quoted regularly on the Mark Lane market in competition with 14 other varieties, principally from Spain. The best products are from the cities of Jerez de la Frontera and Lebrija, Seville, tho Cordoba and a few of the northern districts export a quantity of the seed.

With the war at present placing pro-

hibitive prices upon everything which might be considered a luxury, the English importers of canary seed are somewhat overstocked and the birdseed trade of overstocked and the birdseed trade of Seville is consequently at a standstill. Current prices are low, owing to lack of a ready market, and \$6.24 is asked for 220 lbs. This quotation, however, is for the uncleaned, unpacked seed.

Shipment of the canary seed from the Seville markets was formerly made in single jute bags, which permitted of

single jute bags, which permitted of much leakage in transit. A double jute bag is therefore being manufactured in districts where seed is grown, the

double thickness preventing any loss.

Freight rates on birdseed from Spain are high. Payment for shipments is usually effected by letter of credit in Seville, drafts being drawn against the credit. This is the method of payment used in other lines of trade thruout Spain, including the cork and olive oil industries.

R. W. MITCHELL, chemist of the Kansas Milling Co., Wichita, Kan., has been made editor of the Journal of the American Ass'n of Cereal Chemists, a new publication at Wichita, founded for the purpose of reporting progress of the Ass'n. A. R. Sasse, Southwestern Milling Co., Kansas City, Mo., is business manager.

Supreme Court **Decisions**

Failure to Furnish Cars.-While a common carrier should furnish reasonable fa-cilities to all shippers at each station, he is not required to prepare in advance for an unprecedented rush of business, and will be excused for delay in transporting goods in such case until the emergency can be removed.—St. L., I. M. & S. R. Co. v. Laser Grain Co. Supreme Court of Arkansas. 179 S. W. 189.

Waiver by Landlord of Crop Lien.—A landlord, who procured a hop broker to get the tenant to contract the hops raised on the land to obtain money to pay rent due, and who received part of the proceeds thereof, cannot hold the broker for eloignment of the hops, since by his acts he consented to the sale, and lost his landlerd's lien for rent.—Banning v. Livesley. Supreme Court of Washington. 152 Pac. 4.

Buyer Accepting Delayed Cargo Entitled Buyer Accepting Delayed Cargo Entitled to Demurrage.—Altho a cargo for a vessel is not loaded within the time specified in the charter party, and the vessel goes on demurrage, and thereafter the remainder of the cargo is accepted by the defendant, he cannot be held to have waived damages for delay and time of delivery.—American Trading Co. v. Ingram-Day Lumber Co. Supreme Court of Mississippi. 69 South. 707.

Notice of Loss within Four Months.—The provision of an intrastate B/L, requiring notice of and claim for damages to be filed within four months from delivery of the goods, is valid, since it does not limit liability, but is only a reasonable protection to the carrier against spurious claims.—Culbreth v. Atlantic Coast Line R. Co. Supreme Court of North Carolina. 86 S. E. 624.

Delivery of Shipment without Production of B/L.—The provision of an order B/L, adopted by the railroads in the form recommended by the Interstate Commerce Commission, which requires the B/L properly indorsed to be surrendered upon delivery indorsed to be surrendered upon delivery of the shipment, is for the benefit of the shipper or owner as well as for the protection of the carrier. By shipping goods under such an order B/L, consigned to the order of another, the owner and shipper is not estopped from asserting a claim for conversion against the carrier who has made delivery to the order of the consignee named without requiring the production of the B/L with the indorsement therein called for.—Judson v. M. & St. L. R. Co. Supreme Court of Minnesota. 154 N. W. 506. R. Co. Su N. W. 506.

Freight Undercharge Recoverable from Receiver.—Where peaches were consigned to defendant to be sold on commission, defendant to remit the proceeds to his principal, less commission and freight charges, and the plaintiff railroad company, without knowledge of defendant's agency, charged defendant by mistake less freight than was called for by the rate filed with the Interstate Commerce Commission, the fact that the mistake was not discovered and the additional freight demanded until after setadditional freight demanded until after settlement between the defendant and his principal, does not affect plaintiff's right to recover, since under such circumstances the plaintiff has the right to treat defendant as the owner of the goods, and the defendant in allowing plaintiff to act on that assumption and deliver the goods, impliedly agreed to pay the transportation charges.—Pennsylvania R. Co. v. Titus. Court of Appeals of New York. 109 N. E. 857.

Illegal Sale of Crop.—A prosecution for a violation of section 729, Pen. Code 1910, may be maintained in the county in which the crop was grown, though the part of the crop of which the landlord was deprived was sold or otherwise disposed of

in a different county. Where it appears without contradiction that a cropper, by night, and without the consent of his landlord, removed a part of the crop cultivated by him upon shares from the county where it was grown, and thereafter sold or otherwise disposed of this part of the crop in another county, the proper courts of the county from which the crop was removed have jurisdiction of the offense. In such a constant of the county from the crop was removed the county from the crop was removed the county from the crop was removed the county from the county follows the county from the county where the county from the county where the county from the county where the case the actual sale or disposition of the property may authorize the inference that the intent so to dispose of the crop was originally in existence and operative in the mind of the according to the crop was originally in existence and operative in the mind of the according to the crop was originally in the manufacture. mind of the accused in removing the crop, so as to deprive the landlord of his right so as to deprive the landlord of his fight of possession, and any overt act done in pursuance of this design and thereafter successfully accomplished would complete the offense of disposing of the crop within the terms of the statute.—Curry v. State. Ccurt of Appeals of Georgia. 86 S. E. 533.

Changes in Confirmations Should Be Confirmed.

Be Confirmed.

The arbitration com'ite of the Kansas Grain Dealers Ass'n, composed of James Robinson, A. R. Upp and Thad L. Hoffman, in arbitration between Derby Grain Co., of Topeka, plaintiff, and Turon Mill & Elevator Co., of Hutchinson, Kan., defendant, found that:

On August 5, 1915, the Turon M. & E. Co. sold to the Derby Grain Co. five car loads No. 2 hard new wheat, official grades. The affidavit of the defendant's manager of the Turon M. & E. Co. shows that he called the plaintiff on receipt of the confirmation and by telefone objected to official grades and insisted on Kansas inspection. The original confirmation further shows this specification: "Lower grades to apply on contract as follows: Cent scale for 3 hard wheat—lower grades at market difference." Defendant managers' affidavit claims that he objected to the provision for lower grades at market difference and insisted that contract should be only "cent scale for 3 hard wheat." The plaintiff buyer acknowledges this stipulation in respect to off-grades, and claims to be unable to recollect in regard to the specification being changed to Kansas inspection alone. However, all these things are submitted, under oath, by defendant, and he submits further in evidence the original confirmation of change thereon.

In the minds of the Com'ite the contract must then have existed on the basis of the confirmation as corrected—namely, No. 3 wheat only to apply on contract, Kansas inspection alone to govern.

A carload of wheat was billed from Lincoln Center, Kansas, to Topeka, but be-

O. C. O W E N & C O. Grain Commission MILWAUKEE

fore arrival there was diverted by buyer to Kansas City. It graded No. 4 hard at Topeka in transit after diversion and arrived at Kansas City, Kan., and was graded by the Kansas Department as No. 3 hard. On this basis, it was sold by sample on the floor of the Kansas City Board of Trade. Upon arrival at elevator Kansas City buyer called for reinspection by the Missouri department, the car then being on the Missouri side. It graded No. 4 hard, and Ilc was deducted as the market difference, and according to custom of the Kansas City Board of Trade. Upon this basis returns were made to defendant which left him in debt to the plaintiff by overdraft in the amount of \$201.57.

It is held by this Com'ite that, according to the changed specification of the original contract, which must be taken in lieu of the original contract, that the plaintiff buyer, while within his rights in diverting the car of wheat to the Kansas City market, should have insisted that it be sold on Kansas inspection as final basis of settlement, and that subsequent reinspection by the Missouri department was therefore not binding on the seller defendant. Therefore, we decide that the Derby Grain Company of Topeka, Kan., shall credit the accounts of the Turon M. & E. Co. of Hutchinson, Kansas, with 11c per bushel on 1,021 bus. 30-lb. wheat, amounting to \$112.36, and that the costs of this arbitration be assessed against the Derby Grain Co. Vour Com'ite deprecates the changing of confirmation by telefone without mutual exchanges, and directs attention to the fact that such careless transactions as are shown by both parties in this case are fruitful of disputes, misunderstandings and arbitration.

Calling on the Grain Trade in a Jitney.



A Scene from the Meditations of a Traveling Solicitor by W. W. Simmons, Who Covers the Rockies for the Ernst-Davis Grain Co.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates

Mo. Pac. quotes a rate of 15½c on oil meal from Sioux City, Ia.; to Centerview, Mo., effective Dec. 28.

- C. & A. in Sup. 14 to 1570-D quotes milling, malting and transit privileges or grain, grain products and seeds at the stations on the C. & A. Ry., effective Dec. 10.
- C. G. W. in Sup. 18 to 15159 quotes rates on seeds and grain products from stations on the C. G. W. or its connections to East Dubuque and Keithsburg, Ill.,
- C. G. W. in Sup. 15 to 22-A quotes rates on grain, grain products, flaxseed and millet seed from stations on the C. G. W. in Ia., Kan., Minn., Mo., and Neb., to Milwaukee, Wis., effective Dec. 1.
- C. G. W. in Sup. 33 to 14903-C3 quotes rates on grain from Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to stations on the C. G. W. and its connections, effective Dec. 1.
- C. G. W. in Sup. 40 to 36-A quotes rates on grain, grain products, flaxseed and millet seed from Chicago, and other stations in Ill. or Ind., to stations in Ill., Ia., Kan., Minn., Mo., and Neb., effective Dec. 1.
- C. & A. in Sup. 13 to 1602-B suspends c. & A. in Sup. 13 to 1602-B suspends rates on grain and grain products from St. Joseph, Kansas City, Mo., and Elwood, Kan., to stations in Ill., Ind., Mich., Minn., Mo., Ohio and Wis., until April 29, 1916.

 M. C. in Sup. 13 to 816 quotes rates on grain and grain products from stations on the Michigan Central west of Detroit and St. Clair Rivers to eastern-United States and Canadian basing points. effective Dec.
- and Canadian basing points, effective Dec.
- C. G. W. in Sup. 19 to 97-B quotes rates on grain, grain products and seeds in carloads from Minneapolis, St. Paul, Minnesota Transfer, and South St. Paul, Minn., to other stations on the C. G. W. Ry., effective Dec. 1
- A. T. & S. F. in Sup. 20 to 7481-D quotes rates on grain products and seeds from stations in Kan., Colo., and Okla., and Kansas City, St. Joseph, Mo., Superior, Neb., to points in Ala., Ark., La., Mo., Miss., and Tenn., effective Dec. 15.

 C. & A. in Sup. 20 to 1602-B quotes rates on grain and grain products in carloads from Kansas City, St. Joseph, Mo., and Elwood, Kan., to stations on the C. & A. or its connections in Ill., Ind., Mich., Minn., Mo., O., and Wis., effective Dec. 18.

 St. L. S. W. quotes a rate of 28c on.
- St. L. S. W. quotes a rate of 28c on wheat and 25c on corn and oats from Clements, Reed Lake, Swan Lake, Richardson, Williams, Sadler, Ray, Gracie, Langford, Ark., and stations taking same rates; to Gretna and New Orleans, La., effective
- C. G. W. in Sup. 10 to 68-C quotes rates on grain, grain products, flaxseed and millet seed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Red Wing and Winona, Minn., to Chicago, and other stations in Ill., Ia., Mo., effective
- III. Cent. in Sup. 27 to 3969-D quotes rates on grain and grain products from its stations and connections to Cairo, Ill., proper and to Mounds, Cairo, Ill., and Evansville, Ind., when destined to Southeast and Carolina territories, effective
- C. R. I. & P. quotes a rate of 15c on wheat and corn from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Kansas City and Leavenworth, Kan.; to Mt. Carmel, Belmont, Mauds, Brownis, Sims. Fairfield, Wayne City, Mt. Vernon, Ill., and stations taking the same rates, effective

- III. Cent. in Sup. 26 to 1533-B quotes rates on grain, grain products and seeds between its stations in Ia., Minn., S. D., and Omaha, Neb.; and its stations in Ill. (except Chicago and rate points), Ind., St. Louis Monard Padvech Mr. offsettis. Louis, Mo., and Paducah, Ky., effective Nov. 27.
- C. G. W. in Sup. 5 to 90-B quotes rates on grain and grain products from St. Paul, Minneapolis, Minnesota Transfer, Minn., to stations on the Centerville, Albia & Southern Ry., Minneapolis & St. Louis & R. R., and the Muscatine North and South Ry., effective Dec. 10.
- C. & A. in Sup. 17 to 1609-C suspends rates on grain, grain products and seeds from Chicago, Peoria, Ill., and St. Louis, Mo., to points taking the same rates, and from Rondout, and Waukegan, Ill., to other stations on the C. & A. Ry., and Hannibal, Mo., until April 29, 1916.
- C. R. I. & P. in Sup. 18 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Oct. 30.
- C. G. W. in Sup. 35 to 14889 quotes rates on cottonseed cake, cottonseed hulls and meal, grain and seeds in carloads, from stations on the C. G. W., C. N. Ry., and W. C. F. & N. Ry., to St. Louis, Mo., and E. St. Louis, Ill., also to Jeffersonville, New Albany, Evansville, Ind, and Cincinnati, O., effective Dec. 1.
- C. & G. W. in Sup. 17 to 33-B quotes rates on grain, grain products and flax-seed from Minneapolis, Minnesota Trans-fer, St. Paul, South St. Paul, Minn., Coun-cil Bluffs, Ia., Omaha and South Omaha, Neb., to Memphis, Tenn., New Orleans, I.a., and other Mississippi Valley points and Gulf ports, effective Nov. 25.
- and Guil ports, effective Nov. 25.

 C. R. I. & P. in Sup. 19 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., on the C. R. I. & P. and K. & D. M. Rys., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Dec. 20.

Wabash quotes a rate of 11c on wheat from Mt. Sterling, Carthage, Elvaston and Hamilton, Ill., and 10c from Versailles, Perry Springs, Griggsville and East Hannibal, Ill.; to Cairo, Ill., and Evansville, Ind., when destined to Carolina and Southeastern Territories and to Nashville, Chattanooga, Tenn., and Bowling Green, Ky., effective Dec. 15.

- C. R. I. & P. in Sup. 30 to 13207-F quotes C. R. I. & P. in Sup. 30 to 13207-F quotes rates on grain, grain products and seeds in carloads from Albright, Omaha and South Omaha, Neb., Armourdale, Kansas City, Atchison, and Leavenworth, Kan., Council Bluffs, Ia., Kansas City, North Kansas City, and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Dec. 10.
- C. & A. in Sup. 19 to 1602-B suspends C. & A. in Sup. 19 to 1602-B suspends rates on grain and grain products from Kansas City, St. Joseph, Mo., and Elwood, Kan., when originating at other points, or when milled at Kansas City, St. Joseph, Mo., or Elwood, Kan., from grain originating at other points, to stations on the C. & A. and its connections in Ill., Ind., Mich., Minn., Mo., Ohio, and Wis., until April 29, 1916.
- C. G. W. in Sup. 38 to 14481 quotes rates on grain, grain products and seeds in carloads from Kansas City, Leavenworth, Atchison, Kan., St. Joseph, Kansas City, Mo., Council Bluffs, Ia., and Omaha and South Omaha, Neb., to stations on the C. G. W. or its connections, including East Dubuque, Ill., when destined to points east of the Ill.-Ind. state line, effective Dec. 1.

WE GREATLY appreciate the Grain Dealers Journal.—Kime & Gibson Grain & Hay Co., Nilwood, Ill.

ADVERTISEMENT in the Grain Dealers Journal sold our gasoline engine.—O Gandy & Co., South Whitley, Ind.

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How to Obtain Insurance at Lowest Cost.

BY GEO. A. WELLS, SEC'Y,

Western Grain Dealers Mutual Fire Insurance Association.

The question of how to obtain insurance on elevators and grain contents at lowest cost depends upon three separate and distinct conditions, i. e., construction, good housekeeping and occupancy.

All insurance, whether written by old line companies or mutual insurance associations, is supposed to be rated under a schedule applying to construction, good housekeeping and occupancy, but under the old methods of writing insurance, schedules have been ignored and the rates fixed by competition among inexperienced and irresponsible agents. The reenced and irresponsible agents. The result is that the rates were not uniform and were discriminatory, so that insurance was written at an actual loss in some cases and with excessive profits in other

Some of the states have, in order to remedy this situation and prevent dis-crimination among policy holders, enacted laws authorizing the establishment of fire insurance rating bureaus and provided for their supervision by the State Insur-ance Department. Such a law is now in effect in the State of Iowa and all insurance companies are required to subscribe a rating bureau and to apply the rates published by the Bureau or file notice with the Insurance Commissioner of any variations that they may adopt in the reduction of rates or rules; such variations, however, to be applied without discrimination.

Western Grain Dealers Fire Insurance Ass'n, organized in 1907 under the Iowa State Laws, adopted a schedule of rates at the time of organization and has always adhered strictly to the policy of applying the schedule without discrimination, in order that there might be no complaint of discrimination among its members. This schedule has been used continuously with very slight changes since the organization of the Association and the schedule has been promulgated by the Western Grain Dealers Mutual Fire Insurance Rating Bureau, which has been organized as provided by the law, and the schedule thus promulgated has been filed with the State Insurance Commis-

Under these conditions every policy holder in the Western Grain Dealers Mutual Fire Insurance Ass'n, whether a large or small insurer, is certain to have the same rates applied according to the different hazardous conditions as provided

sioner

CONSTRUCTION.—All insurance rating schedules provide for a standard base of construction to which the base rate is applied and deficiency charges for increased hazardous conditions are added to the base rate, likewise certain credits for betterment of the standard base conditions are deducted, thus arriving at the rate to be charged.

The base rate descriptions of a grain elevator are usually as follows:

(1) Elevator Building: To be of cribbed construction 2x4 or 6 inch stuff or heavier spiked together or heavy frame 2x6 studding or heavier and heavy joists.

(2) Foundation: Stone, brick or cement.
(3) Siding: Iron clad.
(4) Roof: Iron clad, metal, slate or approved composition.
(5) Machinery: No cleaners, no shellers, no feed mill.

(6) Gasoline Engine: Pump feed and electric spark igniter.

(7) Foundation of Engine: Solid brick, stone or cement.

Floor of Engine Room: Cement or

(9) Gasoline Priming Tank: To contain not to exceed one (1) gallon gasoline.

(10) Gasoline Feed Tank: Not over sixty (60) gallons capacity to be set under ground if less than ten (10) feet away from elevator buildings, additions, driveways and engine room.

(11) Gasoline Supply Tank: To be at least fifty (50) feet away from the buildings, additions, driveways and engine

(12) Basis Rate: If brick engine room detached ten (10) feet or brick veneered and iron lined or iron on siding and iron lined fifteen (15) feet away or all frame twenty (20) feet away as applied by the Western Grain Dealers Mutual Fire Insurance Association is \$1.25.

Deficiency charges are added for shingle roof, wood sides and for cleaning machines, grinders and corn shellers, also for power exposure when installed within the distance applied to different construction given above; also with reference to location of feed tank.

Gravity feed engines are hazardous and not permitted to be installed inside of elevator building or attached engine rooms.

Credits are deducted for fire protection where city water hydrant is located within three hundred (300) feet, also for lightning protection when lightning rods are installed by a manufacturer whose products are approved by the Underwriters Laboratories, and a credit is also given where a man lift is installed and in proper working condition.

It will thus be noted that in order to obtain the lowest cost of insurance the elevator building should be iron cladded and the power house detached and that lightning rods and man lift be installed.

GOOD HOUSLKEEPING.-It is a deplorable fact that many policy holders do not feel or assume any responsibility in the prevention of fire losses. In fact, there is an indifference in this respect among policy holders that adds enormously to the fire losses of the insurance companies and consequently adds to the general cost of insurance that all policy-holders must pay

This indifference goes so far in some cases as almost to encourage the occurrence of fires and incendiarism, and it is not uncommon to hear a policy holder make the remark regarding an old building, that it would be just as well if it would burn so that he could obtain the

Good housekeeping in a grain elevator requires persistent effort and good regu-

I have seen elevators where the dust and dirt has accumulated for years about the pits and in the cupolas and also about the working floor and even in the office. Occasionaly such an elevator burns and the insurance companies are obliged to enter upon their records "cause unknown." In fact, the causes of a large portion of the elevator fires are unknown, most of which were undoubtedly caused by bad housekeeping, as accumulations of dirt and dust result in spontaneous combus-

If all elevators were iron cladded, with power house detached, machinery proper-ly installed and the bearings kept well lubricated there would be a large reduction in the cost of elevator and grain

OCCUPANCY.—It will be appreciated by the reader that there is an uncertain and oft times extremely hazardous condition involved in the occupancy of an elevator and which conservative and well managed insurance companies and asso-

ciations take into account.

If the owner or manager of a grain elevator is careless, shiftless and perhaps irresponsible, there is much greater risk incurred by the insurance companies or associations in writing the insurance, because of bad housekeeping and careless methods that result in financial loss and insolvency

The salaried manager who is careless, indifferent or irresponsible must also be considered as an extremely hazardous proposition, as it is well known that fire losses occur as the result of incendiarism with the view of covering up shortages and defalcations of managers.

I predict that there will be some radical changes in the laws regulating fire insurance and the writing of it in this country, and also a change in the legal responsibility of the policy-holders at some time that will conform more nearly to the regulations under which fire insurance is written in European countries, where the policy-holder is held liable for the damage resulting from carelessness as well as incendiarism.

Insurance Notes.

MILLERS MUTUAL Casualty Insurance Co., Chicago, is receiving many complimentary letters from satisfied users of the steel guards distributed by that company. The old wooden guards around moving machinery are being slowly but surely discarded in favor of the fireproof and cheaper steel structures.

EARL McCorkle has been awarded a judgment for \$1,400 against the Red Star Mill & Elvtr. Co., Wichita, Kan., under the new employers liability law. His injury was received a year ago while working about a car, causing the splinter-ing of a bone in the knee and forced him to use crutches for the last year.

NEW YORK State Insurance Commissioners have practically agreed to recommend that compensation experience be considered separately from liability experience in the fixing of reserve liabilities of companies. This was decided at a recent conference in New York City between officers of casualty companies writing workmen's compensation insurance and a com'ite of the state commissioners.

PENNSYLVANIA workmen's compensation law becomes effective Jan. 1, 1916. The law provides for a state insurance fund to compete with the regular stock and mutual companies, the rates to be a 10% reduction from those of the older companies. The rates have not yet been formulated, but as no commissions will be paid to agents it is easily seen where they may be lower than the stock rates. The state will pay many expenses of the

THE WAREHOUSING BILL, providing for the bonding of grain elevators and the issuing of certificates for the grain stored, will have the early consideration of the next Congress. If the bill is made a law certificates for stored grain would be considered by banks as negotiable paper, to be discounted by federal reserve banks.

A NEW WORKMEN'S compensation act to be introduced at the 1916 session of the Kentucky legislature is being drafted by R. T. Caldwell, Frankfort. The measure will carry a maximum fee of \$4,000 for death and will provide for the mutual insurance plan as well as for insuring un-der the regular liability companies. The insurance idea of the state has been termed unfeasible.

HOW ABOUT SHORT TERM GRAIN INSURANCE?

Write us for information regarding the plan and cost.

ECONOMY OF EXPENSE

Absolutely no commissions are paid to any officers or agents by the Western Grain Dealers Mutual Fire Insurance Association. Last year we collected annual premiums amounting to about \$50,000.00. If we had paid the usual agent's commissions of fifteen to twenty per cent on this business, the expense for commissions alone would have amounted to from \$7,500.00 to \$10,000.00 whereas the entire expense of the Association for last year amounted to only \$6,800.41. Our expense ratio thus being less than one-half of the expense ratio of old line insurance companies.

FIRE LOSSES

\$16,000.00 is the largest amount paid by this Association for fire losses during any one year and last year the losses have amounted to considerably less than that. We have cash funds on hand of over \$50,000.00 or sufficient to pay the maximum annual fire loss for three years.

MUTUALITY

The Western Grain Dealers Mutual Fire Insurance Association has an advantage not enjoyed by all other insurance companies not having the smaller line of insurance written on a plan that inspires a disposition on the part of the policy holders to prevent fire losses, and the mutual and co-operative idea is still further encouraged by the Western Grain Dealers Association which is separate and distinct from the insurance organization, each Association being incorporated under the laws of the state of Iowa.

SELECTION OF RISKS

It will be appreciated that in writing insurance direct without the employment of agents on commission, we are able to make a more careful selection of risks which materially reduces the fire losses and in fact is the secret of the success of the Western Grain Dealers Mutual Fire Insurance Association.

Write the

Western Grain Dealers Mutual Fire Insurance Association

JAY A. KING, President

718-719-720 Hubbell Bldg., DES MOINES, IOWA

GEO. A. WELLS, Secretary

INCORPORATED 1877

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A GRAIN RECEIVING BOOK (FORM 12AA)

Grain Register is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received at elevator.

Each page is 84x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 120 pages, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Price \$1.50.

A GRAIN SHIPPING BOOK (FORM 14AA)

Sales, Shipments and Returns is designed to facilitate recording the essential facts regarding sales, shipments and returns on each sale of grain. Its use will save much time and book work. The pages are 10\frac{1}{4}\text{x}16\frac{3}{4}\text{ inches, used double.} The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns.

Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of 2,204 cars. It is well bound in heavy canvas with leather corners, and printed on heavy linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

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Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

There is a Reason

During the last two months the Ellis Drier Company has installed or received contracts for the following list of driers:

installed or received contracts for the following list of driers:

Hales Elevator Co. (2 driers) Chicago, III.

Albers Bros. Mlg. Co., Seattle, Wash.
Scott County Mlg. Co., Oran, Mo.
Union Terminal Ry., St. Joseph, Mo.
Chicago & Alton Ry., Kansas City, Mo.
Goemann Grain Co., Mansfield, Ohio
Exchange Elevator Company, Pittsburgh, Pa.
Globe Elevator Co., Buffalo, N. Y.
Bole Grain Co., Fort William, Ont., Canada
N. M. Paterson & Co., St. Boniface, Man., Canada
N. M. Paterson & Co., Fort William, Ont., Canada
Wadsworth Feed Co., Warren, Ohio
Blackwell Mlg. Co., Blackwell, Okla.

NOTE: The above lists do not include a number of driers of smaller capacity
and coolers which have been sold by this company in the above specified time.

The Ellis Drier Company

Postal Telegraph Bldg. GRAIN DRIERS CHICAGO **OAT BLEACHERS**

WELL ER-MADE

The simplest clutch on the market



If you have any Friction Clutch troubles or need new clutches it will pay you to investigate this one.

It has less parts and more power for its size than any other clutch.

Since we have put this clutch on the market, our clutch department has been swamped, but we have increased our capacity and we want more orders now.

Send for Catalogue G-27

It tells all about Friction Clutches of various kinds and some other things.

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The following unsolicited testimonial has been received by us:-

"The writer last week saw a dust collector on one of our milling separators which was one of your make and it was the nicest working of any col= lector we have ever seen. There was no back pressure upon our fans whatever and collected the dust perfectly.'

However, while the above is a recommendation for our dust collectors, a dust collector alone will not prevent an explosion. You need a DAY dust collecting system. Our booklet for the asking.

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